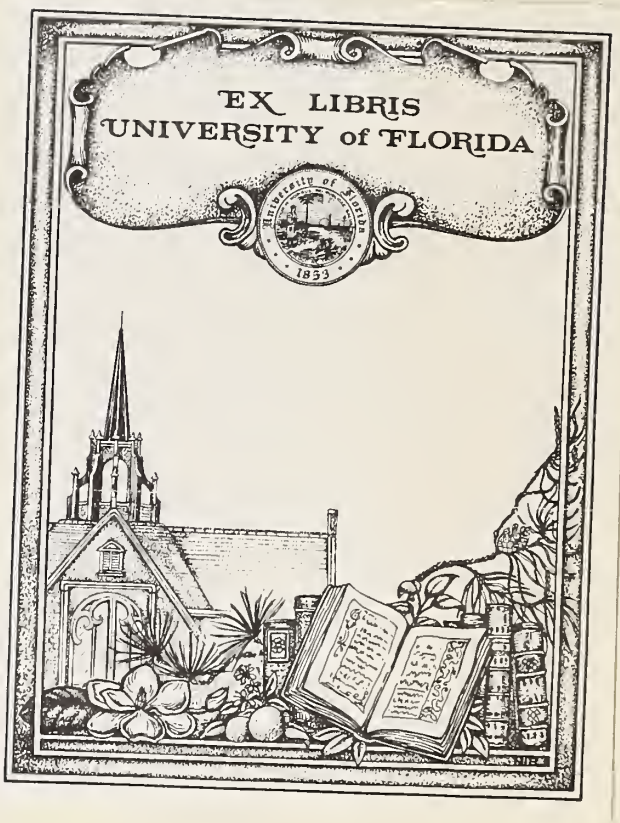

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ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1986



- Navy's Nobel winner
- Ocean Safari '85

Challenger pilot CDR Michael J. Smith, USN 1945-1986



It will happen next January and every January for years to come. Through the power of television, we will relive the terrible moment in which the space shuttle *Challenger* and its seven-member crew vanished in a fiery explosion. Cmdr. Michael J. Smith piloted that fateful flight, which also carried Ronald E. McNair, Francis R. Scobee, Christa McAuliffe, Judith A. Resnick, Gregory B. Jarvis and Ellison S. Onizuka.

Smith was a veteran pilot who logged more than 4,000 hours of jet aircraft flying time as he pursued his goal of becoming an astronaut. One of Smith's high school science teachers said that becoming an astronaut had been Smith's dream since the first flight in space.

A 1967 U.S. Naval Academy graduate, Smith earned his master's degree in aeronautical engineering from the U.S. Naval Postgraduate School in Monterey, Calif. He earned his pilot's wings in 1969, the same year Neil A. Armstrong took man's first steps on the moon.

During the Vietnam War, Smith piloted A-6 *Intruder*s from the flight deck of USS *Kitty Hawk* (CV 63) and earned the Distinguished Flying Cross, three Air Medals and the Navy Commendation Medal with Combat "V" (three gold stars in lieu of fourth award). He went on to attend Navy test pilot school in Patuxent, Md., and later returned there as an instructor. Smith also made two deployments to the Mediterranean before being accepted as an astronaut candidate in 1980. *Challenger*'s final flight was to be Smith's first flight in space.

Smith and his fellow crew members will be remembered for years to come. Not because of their tragic deaths, but because, in life, they embodied the spirit of the men and women past, present and future willing to risk it all as their country's pioneers of the final frontier.

Smith is survived by his wife, Jane, and three children—Scott, 17, Alison, 15, and Erin, 9. A national trust fund has been established for all 11 children of *Challenger*'s final crew. Inquiries can be made from anywhere in the United States by dialing, toll-free, 800-462-7878 from 8 a.m. to 6 p.m. on weekdays.





ALL HANDS

MAGAZINE OF THE U.S. NAVY
JANUARY 1986—NUMBER 826
63rd YEAR OF PUBLICATION

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All Hands is published monthly from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulations P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing of this publication have been approved by the Navy Publications and Printing Policy Committee. Articles, letters and address changes may be forwarded to the Editor, *All Hands*, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200 Phone (202) 325-0495; AUTOVON 221-0495; Message: NAVINRELACT WASHINGTON DC

Covers

Front: An F-14A *Tomcat* from USS *America* (CV 66) shadows a Soviet C(MOD) *Badger* attempting to observe Ocean Safari '85 operations. Photo by Lt. Dave Parsons.
Back: USS *Iowa* (BB 61) and HMS *Brilliant* (F 90) maneuver during Ocean Safari '85. See page 20.



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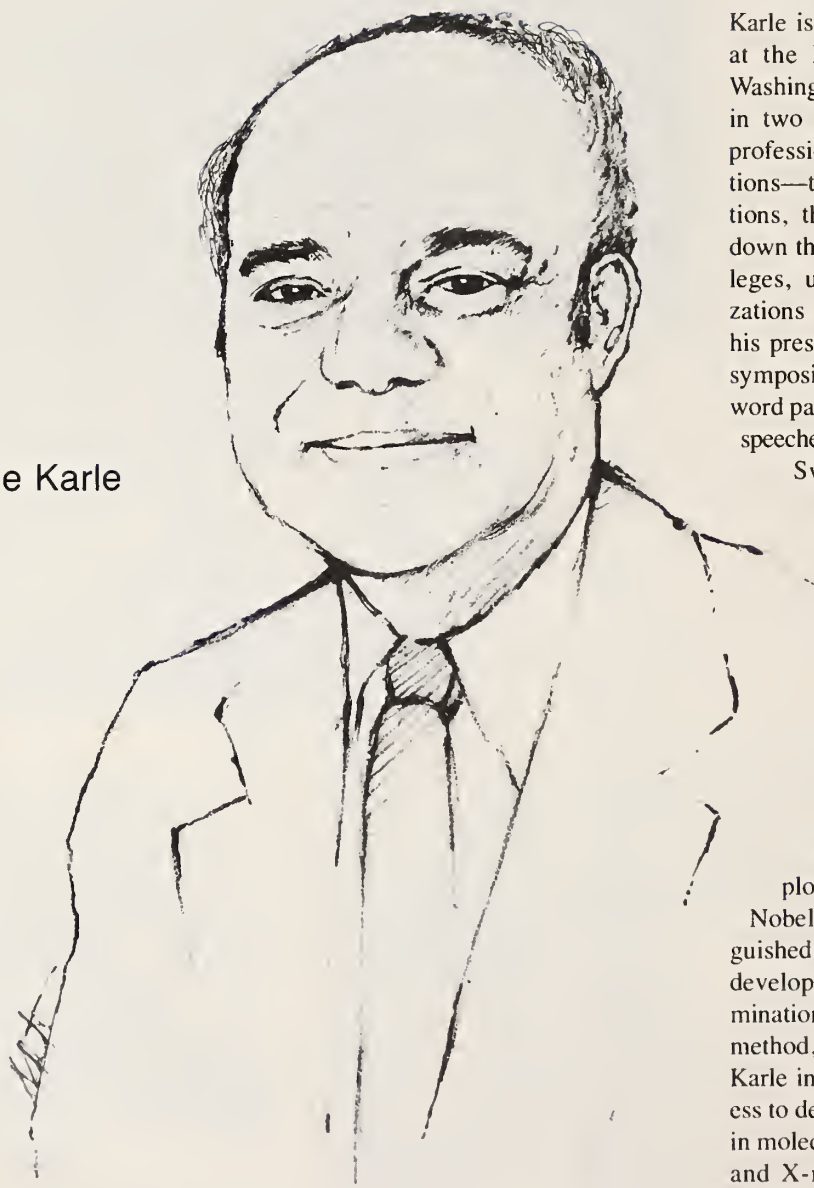
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A prize well



Dr. Jerome Karle

It's early November, and Dr. Jerome Karle is in a third-floor conference room at the Naval Research Laboratory in Washington, D.C. For the umpteenth time in two weeks reporters are probing his professional and personal life with questions—trivial questions, profound questions, the same questions. In his office down the hall, a stack of letters from colleges, universities and scientific organizations offer congratulations and vie for his presence at conferences, lectures and symposiums. The deadline on a 10,000-word paper is rapidly approaching. He has speeches to write, and the trip to the Royal Swedish Academy of Sciences is only a few weeks away. Karle is clearly a man besieged.

It's a small price to pay after winning one of the world's highest honors—a Nobel Prize.

Karle, 67, is chief scientist in NRL's Laboratory for the Structure of Matter. He and Dr. Herbert A. Hauptman, a former NRL employee, are co-winners of the 1985 Nobel Prize for chemistry. This distinguished award recognizes their work in developing a direct method for the determination of crystal structures. The direct method, based on a theory developed by Karle in 1947, uses a mathematical process to determine the arrangement of atoms in molecules which have been crystallized and X-rayed. The applications of that knowledge are seemingly boundless.

Knowing the structure of molecules al-

worth the wait

lows scientists to duplicate or improve upon existing materials. When the use of whale oil was banned by international agreement, scientists applying Karle's theory were able to determine the oil's molecular structure and duplicate it synthetically. The direct method has also paved the way for the improvement of propellants, and led to development of several anti-cancer and anti-malaria drugs.

One would almost expect someone like Jerome Karle to have such a dramatic impact on science.

From the time he was 9, Karle knew he would be a scientist. Instead of basing his elementary school book reports on children's fiction, he selected popular science and astronomy books. He graduated from high school and started college by age 15. At 19, Karle had his undergraduate degree in chemistry and biology. He earned a master's degree in biology from Harvard University at 20, and at 25 he had a master's degree and doctorate in physical chemistry from the University of Michigan.

Any stereotyped notions of an unkempt, long-haired scientist, complete with white lab coat and a crazed look in his eyes, are quickly dispelled as soon as you meet Karle. A short, balding man, he's the type of person who would easily go unnoticed in a crowd. As he talks with reporters in the conference room, he sits with arms folded over a slight paunch a man his age doesn't have to apologize for. His speech is flavored by the subtle hint of a Brooklyn accent that reflects his New York roots. His conversation is dotted with pauses of several seconds as he weighs his thoughts. What hair he has left is trimmed and combed neatly. He's dressed in a conservative navy-blue blazer and matching trousers. The only parts of his appearance that offer a hint that he marches to the beat of a different drummer are his gray hush puppies and paisley print tie.

Even Karle's work environment defies stereotype. He doesn't use Bunsen burners or beakers filled with bubbling solutions. In fact, he rarely uses a formal laboratory. Karle is a mathematical genius. His laboratory is his brain. He sorts out complex mathematical equations in his head, rarely committing anything to paper until he is certain of the answer.

"With people like me who sort things out in their heads, it's not unusual to go to sleep with a problem and wake up with the answer," he says. "It's like being born to play the piano, or born to play basketball. I was born to do mathematical equations."

Mathematics might come easy to Karle, but earning recognition for his work did not. In fact, the Nobel Prize came 38 years after he first developed the foundation mathematics for the direct method of determining crystal structures. Although he never doubted the accuracy of his theory, his fellow scientists were not enthusiastic about his early findings. It took nearly two decades and a mountain of proof before the doubting Thomases could see the value of his work.

"It took longer than it would have nowadays because of equipment—computers and everything available today," says Karle. "There was a tremendous amount of personal hand work that had to be done in the '50s. We had desk calculators instead of Cray computers, and we had to read intensities from slides by using the naked eye to determine how black the spots were. All of this comes out of automatic equipment now."

Less sophisticated equipment wasn't the only obstacle Karle had to overcome enroute to a Nobel Prize. During the years he was attempting to prove his theory, some of his colleagues openly discounted his work as "impractical" with few, if any, real applications. Karle still keeps a few scathing reviews of his early work on file. One "outrageous" review written in the early 1950s essentially called him and Hauptman "damned fools," yet Karle bears few grudges.

"I don't like to dwell on that aspect of it (the early days of his research)," says Karle. "It's legitimate for scientists to doubt. There were people who were noisy doubters, but I don't like to use them to characterize my fellow scientists.

"The beauty of science is that although over a short period of time there is tremendous confusion about what's going on, ultimately science straightens itself out," says Karle. "Sometimes it takes an inordinate amount of time, but science is truth and ultimately truth comes to the fore."

But even in light of that philosophy, Karle admits that if it had not been for the efforts of his wife Isabella, a chemist and colleague at NRL, science might never have accepted his work. She too holds a doctorate in chemistry, and Karle credits her with bridging the gap between theory and practical application of the direct method. When the scientific community

A prize well worth the wait

was full of critics who doubted Karle's theory, Isabella learned crystallography on her own, developed the first practical applications for the direct method, and ultimately proved the soundness of her husband's theory. By the 1960s the direct method was accepted internationally.

Both Karles came to work at NRL in 1949. Although they work in the same laboratory, they don't consider themselves co-workers. "We collaborate, but we're also individuals. We each have our own individual interests and responsibilities on research," says Karle. "It isn't correct to say we are a team. Isabella has her own programs and is well known in areas where I haven't done any work at all."

They have always respected each other's work as scientists, and for more than 40 years have generated a special chemistry of their own. The Karles, both children of immigrant parents, met at the University of Michigan in the early 1940s. Her maiden name began with "L" and his name with "K." Since lab partners were assigned alphabetically, they shared a lab table in a chemistry class. Right from the beginning, they competed for honors as top student in the class. They eventually decided to work together, and somewhere along the way they fell in love—not necessarily in that order.

"When a boy and girl meet, the first thing they think of isn't 'let's work together.' That's an oversimplification even I can't attest to," he says before letting out a hearty laugh.

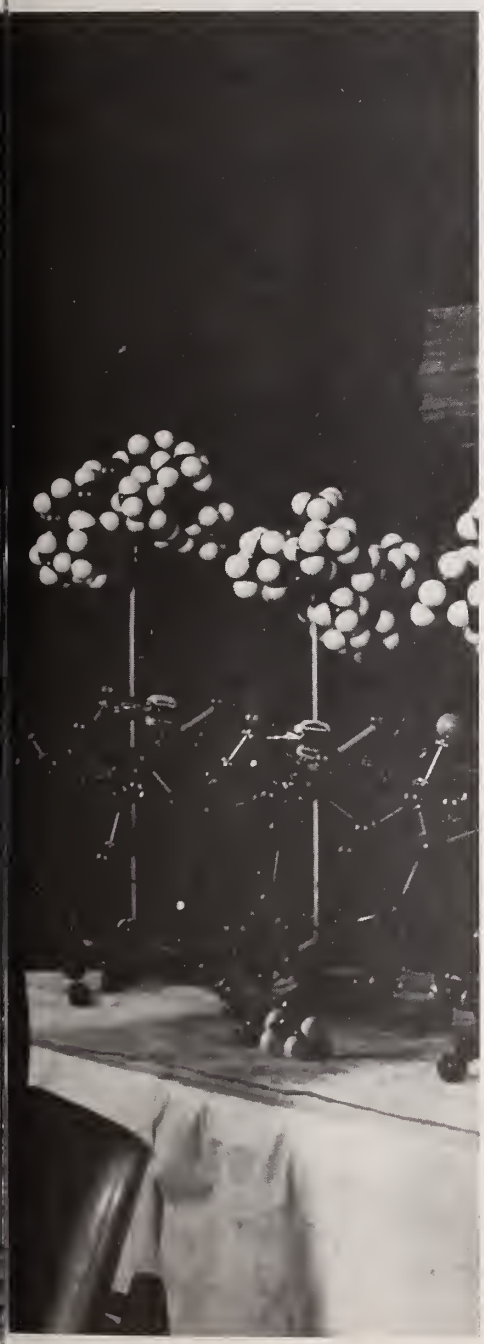
Over the years, the Karles have established themselves as leaders in their fields. Although they are dedicated professionals, they point out that they have never let their work become an obsession. Science isn't all they live for.

From their seven-room lakeside home



Colleagues for over 40 years, Karle and his wife, Dr. Isabella Karle, are leaders in their respective fields. Jerome credits Isabella with much of his success.

in the Washington D.C., suburbs, the Karles have managed to raise three daughters who are also scientists—a chemist, a theoretical chemist and a geologist. Raising a family while staying at the forefront of their profession wasn't always easy.



"It was time-consuming and it meant we had to make choices so that we would give enough time to our family and to science, which meant there wasn't a lot of time for socializing," recalls Isabella.

They spent as much time as possible with their family, taking the children with them to scientific meetings across the country and overseas, but they never pushed their daughters into following in their footsteps as scientists.

"You really cannot make children study something and have a profession that they are not personally inclined toward," says Karle. "I've had a number of colleagues who wanted their children to be physicists and that sort of thing. They drove themselves and their children mad."

The Karles keep themselves sane by always finding time for hobbies and non-scientific activities. He enjoys swimming and ice skating, and also spends a lot of time with his stereopticon equipment—a device that takes what appear to be three-dimensional photographs. It's a hobby a friend introduced him to 30 years ago, and he still has his original camera. Isabella enjoys gardening, dressmaking, needlework, swimming and hiking. Outside interests have kept Karle on an even keel over the years, and, according to colleagues and family members, have made him a pleasure to live and work with.

"He expects people to be dedicated to science, but he is flexible. He's not a strict authoritarian," says Dr. Richard Gilardi, who has worked with Karle for 19 years. "He's sensitive to employees' problems and needs. He respects them as individual scientists." Gilardi describes Karle as a serious and well-organized person who "goes off for long periods and only gets back with people to discuss implementing a program or to discuss a problem."

Karle's daughter, Jean, says he may be serious at work, but at home he's a man who enjoys having fun. "He was always insistent that we enjoy ourselves, as well as work hard at school," she recalls. To Jean, who still lives at home, her father is a regular guy who likes ice cream and dark chocolate, enjoys watching the John Riggins football show on television, and who added a study to their home 30 years ago, but still prefers to work at the dining room table.

Karle is many things to many people, but he is clearly a man who keeps science in perspective—especially when it comes to the relationship between science and the military. He and Isabella were involved with the Manhattan Project—a gathering of scientific minds that yielded the first atomic bomb.

"Everyone has a certain reluctance to make a destructive device, but if the only choice is to make one before the enemy makes one. . ." he pauses before continuing in a voice that has suddenly taken on a somber tone, "then there is no choice, is there? You can only hope that your work either prevents war or ultimately benefits society in some other way. You have to make tradeoffs in favor of the national benefit."

Karle has no regrets about working for the military, and he credits the Navy with enabling him to do work that is of proven benefit to society, and ultimately earned him a Nobel Prize.

"The people at the Naval Research Laboratory provided an excellent environment in which this type of work could be done," says Karle. "They were very supportive at a time when this work was not well accepted, so the Nobel Prize is all to their credit."

—Story by JO1(SW) E. Foster-Simeon
—Photo courtesy Naval Research Laboratory

18 men from USS Quail

Escape from Corregidor

The Allies were losing the war in the spring of 1942. Britain was on the verge of collapse. Hitler had trampled Europe, and his troops were ready to join Imperial Japanese forces in the Indian Ocean, Middle East and North Africa. In the Pacific, Japan had jolted the U.S. at Pearl Harbor; Wake Island and Guam had fallen. Only Corregidor—the island fortress that guarded the sea approaches to Manila Bay—still stood against Japanese forces.

Japan cautiously sniped at and then openly bombarded the 2-square mile island, and it took 27 days of continuous artillery fire and air strikes to bring the defenders of Corregidor and the small, nearby island of Caballo to their knees. On May 6, 1942, more than 13,000 U.S. and Filipino officers and men, battleworn and tremendously outnumbered, were forced to surrender.

As white flags waved on Corregidor and Caballo, 18 U.S. Navy sailors began a journey that would make them the only group to escape from Corregidor after the surrender. Two officers and 16 crewmen of the minesweeper USS *Quail* (AM 15) pitted themselves against yet another enemy—the sea—to run 2,200 miles through Japanese-patrolled Philippine and East Indies waters to Darwin, Australia, and freedom. A 36-foot motor launch became their U.S. warship, and their weapons against both enemies became initiative, intelligence, courage and luck.

John H. Morrill II was a lieutenant commander and commanding officer of *Quail* when he led his men out of the hell that had engulfed the Philippines. But the beginning of their journey was not the beginning of their story.

The 23-year-old *Quail* was in the Philippines when the United States went to war with Japan in December 1941. On April 11 that next year, the ship took three 6-inch enemy shells in early attacks on Corregidor by Japanese forces. Its bridge was wrecked and its bow area was damaged, but the ship still functioned. Later that month, it helped the minesweeper USS *Tanager* (AM 5) clear a 600-foot channel to provide a water landing strip for two seaplanes from Darwin, Australia, as key officers of Gen. Douglas MacArthur's staff and U.S. Army nurses were evacuated from Bataan.

At 8:30 p.m., May 5, Japanese forces, which had spotted Allied batteries and had thrown sporadic artillery fire and aerial bombs at Corregidor, opened with a full barrage. Morrill watched the devastation from *Quail* in the island's south harbor, estimating the enemy's artillery pieces at from 150 to 300. He later wrote in a report:

"This barrage completely covered the





Left: Quail off the Philippine coast.
Below: Morrill's escaping crew after their arrival in Australia. Standing from left to right are E. Watkins, L. Bercier, B. Richardson, R. Rankin, R. Newquist, J. Meeker, J. Stringer, C. Weinmann, and H. Haley. Kneeling left to right are G. Swisher, R. Clarke, N. Cucinello, G. Head, J. Morrill, D. Taylor, J. Steele, P. Binkley, and E. Wolslegel.



Escape from Corregidor

island of Corregidor proper and the entire island appeared as one vast sheet of flame. Landslides were caused on the slopes of the hills, and . . . the beach defense forces were obliterated. Dust clouds arose (like) heavy fog and island defense searchlights (became) useless, appearing only as yellow spots in the dust fog."

U.S. Army and Navy headquarters were located in underground tunnels on Corregidor. The Commandant, 16th Naval District, was in Queen Tunnel, along with most of the navigational equipment, records and logs from ships in the area, plus personnel pay accounts. Half of *Quail*'s ordnance and most of its crew were in Queen Tunnel as reserve beach defense forces.

When Japanese forces fired a green rocket about 11:30 p.m., May 5, their artillery fire ceased, but sporadic enemy machine gun fire was concentrated on Melinta Hill, where the Army and Navy headquarters tunnels were located. The machine gun fire increased at 2 the next morning, and at 4:30 a.m., Morrill received orders to move the rest of *Quail*'s crew ashore.

"These men . . . proceeded to Fort Hughes (Caballo Island)," Morrill wrote, "and manned the final defense line of that fort and also were put to work repairing shelter barricades.

"On arrival at Fort Hughes, it was apparent that the fort was in the final stages before collapse. Mortar pit walls, tunnels and other shelter barricades were crumbling and the enemy artillery shells were landing in the mortar pits and killing men even in the shelters. Casualties were heavy and their sick bay was overflowing and, even in their sick bay, shell fragments . . . injured the doctors and attendants. Only one gun at Fort Hughes remained in action. . . ."

Enemy bombers gave additional punch to the artillery barrage on Fort Hughes. At 10:30 a.m., all contents of the safes were ordered destroyed, and at 11 a.m., all ships were ordered scuttled. With that communication was the news that white flags had been hoisted at Melinta Hill. As soon as these messages were received, all communication with the Commandant, 16th Naval District, was lost. Although other areas of Corregidor also raised white flags, Fort Hughes held out and Morrill, along with Warrant Officer Donald C. Taylor, gunnery officer, and four of his crew, left for the harbor. They scuttled *Quail* under air strafing and shore gun fire.

"On (our) return," Morrill wrote, "(we) noted that Fort Hughes had also hoisted



the white flag and that enemy troops surrounded Melinta Hill on Corregidor. (We) accordingly took refuge on a small deserted tugboat near the Caballo shore and remained there in hiding for the rest of the daylight hours."

From their refuge, Morrill and his men watched the enemy continue to pound the islands with artillery fire, heavy bombing and dive bombing attacks. "Time and again," he wrote, "the white flags were shot or bombed down and were replaced. . . .

"Our soldiers and sailors at Fort Hughes . . . had spiked their heavy guns and had been ordered to throw their small arms over the cliff into the water, and hence were without means of resisting. Even the men's pocket knives had been taken from them.

"Many casualties resulted from enemy fire during the day while the white flags were flying, and it is believed that (there were) many more (losses) when the (enemy's heavily) armed ground troops attacked our own disarmed forces. Throughout the night, the next day, May 7th, and until noon, May 8th, the enemy continued artillery fire and bombing attacks on the forts. . . ."

It was aboard the tug that the group made final plans to leave Corregidor for Mindanao to make contact with U.S. Army forces there. The *Quail* crew had always planned to escape rather than surrender if Corregidor fell to the enemy. Stashed on the boat were firearms, ammunition, food, clothing, charts and other equipment. Now the six sailors transferred everything to one of three service boats—a 36-foot open motor launch—that had not been sunk or scuttled and added 450 gallons of diesel fuel from shore storage to their haul.

After dark, the group returned to Fort Hughes amid white flags and enemy fire. Twelve more of *Quail*'s 82 original crew joined those who were to escape. At 10:15 that night, 18 sailors started on their 31-day, island-hopping adventure to freedom under a full enemy barrage on Caballo Island.

Moonlight and patrolling Japanese destroyers became their most immediate threat. Morrill navigated the launch only 10 miles in three hours before an enemy destroyer and patrol boat forced the crew into hiding in Hamilo Cove. They landed the small boat on a beach, stern out, and the crew camouflaged it with green tree branches. As they sat in the cove, the escaping group saw further destruction of U.S. and Filipino troops as the Japanese took control of the islands. They watched as thousands of men who had been taken prisoner were transported from Corregidor to Fortune Island aboard enemy minesweepers and patrol boats.

That evening, May 7, Morrill and his men looked on as a Japanese destroyer anchored a few hundred yards from their boat. The destroyer remained in the cove through the night, but the escaping men and their boat remained undetected.

"Lookouts were apparently very poor," wrote Morrill about the destroyer. "We had ascertained for ourselves that from similar short distances the outline of our boat was clearly visible. Throughout the night, we stood ready with . . . automatic rifles, but the destroyer did not sight us and left the cove shortly after dawn."

Morrill and his men watched enemy patrols the rest of the day. They had been in the cove for 43 hours, and it was dark when they slipped into the water and silently pulled the motor launch a mile out to sea, started its engine and headed south.

At daybreak the next day, May 9, the sailors reached the southwest coast of Luzon, about 40 miles from Corregidor. They painted the boat black, took off the taffrail, and did what else they could to disguise it. They left Luzon that night. While they were passing southward between Malacaban and Mindoro, the sailors had to navigate the launch through two lines of Japanese patrol boats. One line was between the southwest end of Malacaban and the larger island, Mindoro; the other was between the southeast end of Malacaban and Mindoro.

"The night was very dark," wrote Morrill, "and we passed between the patrol boats of the first line (southwest) without difficulty, but when we reached a position midway between the boats of the second line (southeast), we experienced a strong current, and remained in that relative position for nearly three and one-half hours."

The launch finally made some headway



Far left; All hands aboard their 36-foot open motor launch in Darwin harbor. Left: The men made their flag from a mattress cover, torn pieces of sheet dyed with Merthiolate, and a crewman's shirt sleeves.

Escape from Corregidor

on the bucking sea and passed through the line, but an engine breakdown and the strong current forced the boat to drift back through the southeast line of enemy boats. "The engine was soon repaired, however, by working under a canvas hood with a flashlight," and they passed through the line again.

They reached Dignas, about 90 miles from Corregidor, by daylight, May 10, where they were able to get rice and fresh fruit from the natives, who also cut and fashioned bamboo mess gear for the men. "The natives were very friendly," wrote Quartermaster 1st Class Philip M. Binkley, who kept the group's official log, "and (we) were able to obtain food including fruit, the first we had in many months . . . and we were able to bathe in a cool mountain stream. It raised our spirits 100 percent."

Arriving in Bondoc May 11, the group made their longest run of the trip, according to Binkley's log—90 miles in 17 hours, from Loco-Loco Point through Manpoe Pass to Aguasa Bay. "Our motor became much worse during (the) run and we are forced to lay over for one night and day for overhaul," wrote Binkley.

During the stop, they got more fresh fruit and vegetables and, "best of all, some chickens, one roast pig and a calf. So far we are really eating good," wrote Binkley. But much of the meat went bad during the salting and drying process and was inedible.

While at Bondoc, the sailors saw a copy of a Japanese-controlled Manila newspaper ". . . which informed us that by the terms of General Wainwright's surrender, all the forces in the Philippines, including Mindanao, had been ordered to surrender," wrote Morrill. "They mention the 8th of May as the official date of surrender, but the fact is that fire was continued for a full forty-eight hours after the actual surrender."

Before the crew left Bondoc May 13, the natives made a bamboo mast and boom and a local plantation owner had a sail rigged for the boat. At their next stop, Tabango, the sailors bought a drum of diesel oil, 10 gallons of lubricating oil and canned goods.



Morrill relaxing in Australia.

They were set off course and did not reach Leyte Gulf until May 15. While in Tabango Bay, they got more supplies and met a Spanish plantation owner, "who fed the crew and added to the stores for the voyage," wrote Binkley. "I was feeling a great reluctance that everyone embarked tonight. . . . This was the nearest approach to our home life as any of us had experienced in many months." Word of their arrival spread quickly and they were forced to leave during the night, May 17.

After they left Leyte, they travelled 180 miles in 31 hours to reach an unnamed cove in Tandag, along the east coast of Mindanao. "We all feel that the most dangerous part of the trip is over as we are now clear of the Philippines," wrote Binkley in his log. While leaving the cove, they ran into rough weather, and the next morning they landed at Port Lamon where they got lumber to deck over the forward part of their boat and make it more seaworthy in heavy weather.

"The natives at that place were not starving but they were definitely short of food, wrote Morrill. "(They) were, however, planting extensively and, in a short time, would have food. In spite of their lack of food and fresh water, they gave us some of . . . what little they had.

"We had intended to stay over at Port Lamon for another day to complete our decking work, but about 2200, the night of May 18th, a native came running down to the boat, informing us that the 'Japs' were entering the harbor in power boats. . . . About 2300, we left Port Lamon. As we were leaving the harbor, some natives came swimming out to the boat with another drum of diesel oil, which they had promised previously. They did this in spite of their obvious great fear of the Japanese."

Not all the natives the *Quail* men saw showed as much courage to or as much concern for the U.S. sailors. Still, nearly every part of the voyage was going smoothly. At the halfway point in their trip, Binkley wrote in his log: "Up to the present time, the trip has been perfect. We have two good meals per day, and the weather has been in our favor . . . cloudy and cool most of the time . . . no heavy winds. Our boat is riding fine. . . ."

Morrill and his crew tried to land at Beri Beri on Morotai, May 22, but they sighted a Japanese merchant ship and changed course southward for the small island of Sajafi, about 1,130 miles from Corregidor. They arrived there May 23, obtained fresh provisions, water and clothing.

"The natives there, as elsewhere in the East Indies islands where we stopped, were indifferent, favoring neither one side nor the other," wrote Morrill. "They didn't refuse to trade, but in every case, in some way, they would make it evident they wished we would depart as soon as possible. . . . Our presence embarrassed them."

At a small, uninhabited island just north of Tioor, the crew had problems with their starter battery. "Numerous unsuccessful attempts were made to start the diesel engine by cranking," wrote Morrill. "We then laid overnight in a rather exposed anchorage, with a heavy sea running, and made preparations to use the sails in the morning. This was a discouraging prospect, as the prevailing wind of southsoutheast would probably permit no better destination than Portuguese Timor and our heavy boat was without center board and

was, at the best, a poor sailboat."

The next morning, a tackle leverage system was devised and the crew was able to crank the engine with its propeller shaft. At Tioor, they took on more fresh water and provisions, and as they left for southward, heavy weather forced them to take refuge behind the island of Kur the morning of May 28.

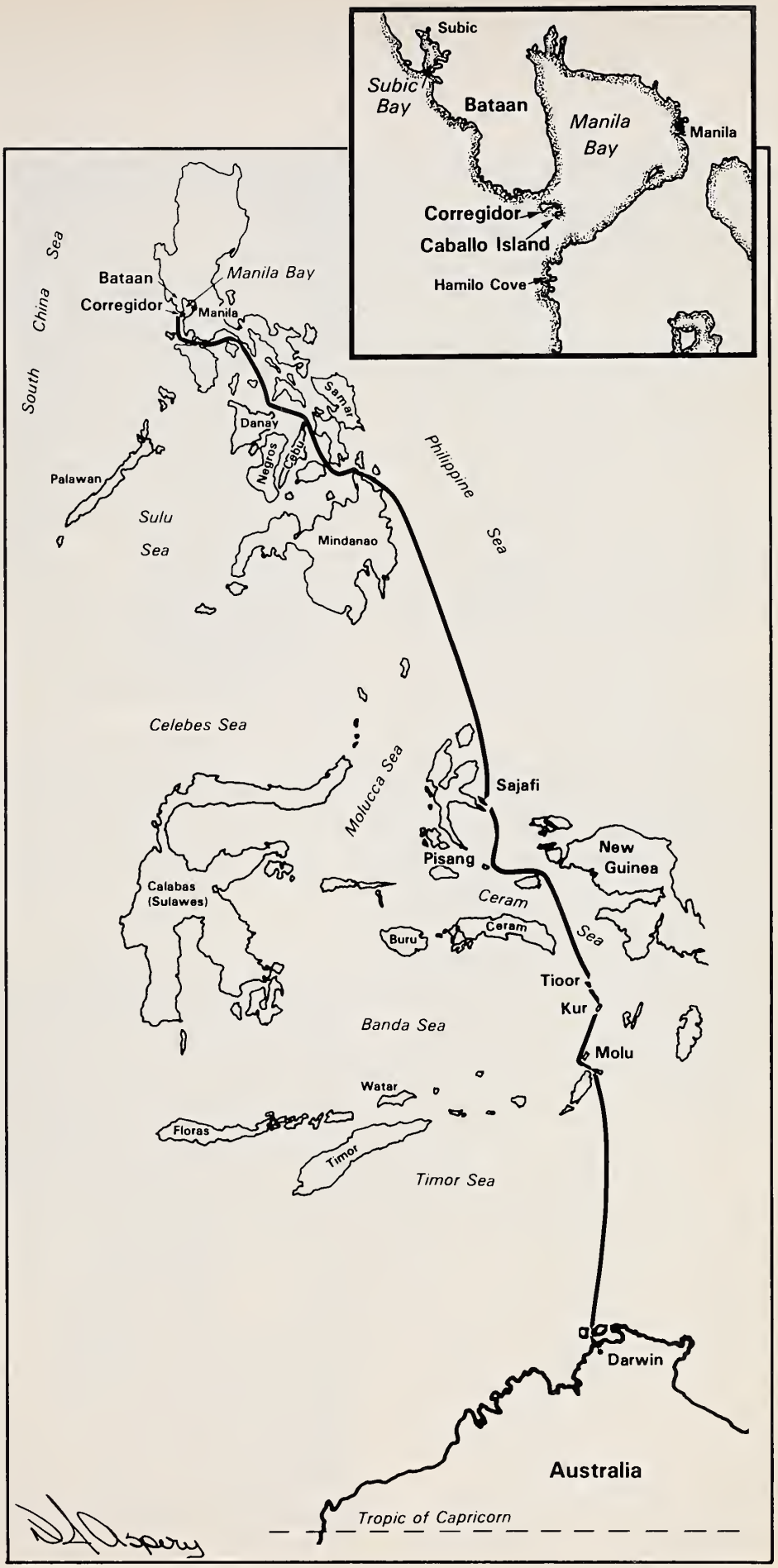
"At Kur," wrote Morrill, ". . . one (50-foot) native 'lugger' . . . in the harbor . . . first hoisted a white flag and then hoisted a Japanese flag, and finally hauled down their Japanese flag when they saw we were white men. We . . . did not actually find any Japanese aboard."

They encountered heavy weather south of Kur and again had to seek refuge behind the island of Fado where the natives gave them water and coconuts. From there they went to the island of Taam where they beached the boat and inserted a new stern shaft bearing, whittled out of hard driftwood by the group's engineer, on the propeller shaft. They found the natives there antagonistic. "Their attitude was not the result of the war but, rather, because of Taam being a center of Mohammedanism. They were vehement in expressing their desire to have us leave at the earliest possible moment, and were obnoxious in many small petty ways."

They left Taam the morning of May 30, and again were forced to seek refuge from heavy weather behind the island of Molu (also spelled Moloe) on May 31. "The natives were more friendly at Molu than in any other Dutch island we visited." They left Molu early the morning of June 2 and proceeded eastward between Fordate and Larat, then south for Melville Island, Australia. The weather was rough and squally and uncomfortable for the small boat.

The evening of June 4, they reached the coast of Melville Island, passed through the Straits of Hyali and stopped at a Catholic mission. "We were treated to the best dinner we had eaten in many weeks," wrote Binkley. ". . . (For) the first time in six months . . . we were able to lie down in good bunks and sleep in peace with no fear of Jap planes molesting us."

Two native guides helped them navigate the narrow straight, and at 9 a.m.,



Escape from Corregidor

June 7, their escape to freedom was complete. They arrived in Darwin.

Binkley wrote, "(Australian navy officers) were greatly surprised when they learned we were from Corregidor. After going ashore we were given cigarettes and a bucket of hot tea which was very excellent . . . we were given a good dinner . . . (and) were taken to (U.S. Army Air Force) Headquarters of the 49th Pursuit Group . . . where the boys . . . really gave us a grand welcome.

"Before leaving Darwin many pictures were taken. . . . We were a tough–looking bunch.

"It was a wonderful feeling to be back among Americans again—to see American planes in the air and to talk to boys fresh from our homes. . . . Most everyone is becoming impatient to move on. . . ."

Two weeks later, 13 of the men were back in the Pacific, fighting the Japanese from the destroyers of Commander Squadron 4. Morrill, Gunner Taylor, and the remaining three men were transferred to duty stations in the United States. Binkley was killed in action, and another crewman died before the war ended. Fourteen of the crew retired with 20 or more years in the Navy. □

—Story by JOC B. A. Cornfeld

—PH2 Michael D.P. Flynn, FltAVComPac, San Diego, contributed to the story.

Recollections of survival

When Commanding Officer John H. Morrill II and 17 of his crew from the minesweeper USS *Quail* (AM 15) escaped from Corregidor in 1942, they didn't know their journey would end in Australia; they weren't even sure they would be able to escape. They just knew they had to try.

Morrill, now 82 and a retired rear admiral, said, "I asked the men if they wanted to surrender.

"There was a long silence. Finally, one of the men spoke up and said, 'Captain, if we go into this town where the Japanese are, to turn ourselves in, can we go in shooting?'

"With that said, the decision to escape was made."

There were 24 *Quail* men at the boat then, and the captain made a speech:

"I want you to understand: if we are captured by the Japanese, we would be classified as prisoners of war trying to escape and you will probably be put to death.

"I'm going to try my best to get you through. Those of you who want to go and take this chance, get in the boat."

"Eighteen of the 24 sailors who were there to hear that speech got in the boat," said Lyle J. Bercier, a gunner's mate 3rd class who made the trip. "The rest walked up to Fort Hughes on Caballo and were taken prisoner."

For those who made the escape, their courage—and a little luck—held for 31 days, and on the morning of June 7, they landed in Darwin, Australia.

Bercier was the youngest of the crew. "We had passed the international dateline," he said. "That caused a slight mixup in the date we arrived. I remember it, though, because my birthday was the next day. I turned 20."

Nine of the *Quail* men who escaped from Corregidor held their fourth reunion this past summer at the Naval Air Rework Facility, Naval Air Station North Island, San Diego. It was the first time they had their reunion on a naval installation.

Bercier was spokesman for the group. "We're absolutely delighted to be here," he said at the time. "It's just like coming



Members of the Corregidor escape group tour Naval Air Rework Facility spaces at NAS North Island, San Diego, during their fourth reunion.

back into the Navy."

Of the original 18 sailors, 10 are still living. Now in their 60s and 70s, most of them have not been back on the island since they left it more than 40 years ago.

"I think I'd rather remember the island the way it was," said Jack F. Meeker Jr., a retired chief warrant officer. Meeker was a water tender 1st class when he fought the Japanese at Corregidor and was cook aboard the escape boat.

At the air station, the men visited several NARF shops, the station's flight line, squadrons, the test line, and recreation areas. They toured several ships of the USS *Constellation* (CV 64) battle group moored at the San Diego Naval Station. They also went on a bus tour of Coronado and San Diego.

But best of all, they were able to once again swap sea stories.



"Every time someone in the group tells about what happened, the stories change just a little bit," said Bercier. "Some things are forgotten and some things are over- or under-emphasized. Each one of us sees it a bit differently."

Recollections inevitably drift back to problems of escape and survival. Food and other basic supplies were not much of a problem for the men. The launch was outfitted with canned goods, some fresh fruit, coffee, sugar, powdered milk, clothing, spare parts and nine drums of diesel fuel.

"The drums of diesel oil were lined up down the center of the boat, so there wasn't much room to move around," said Ber-

Left: Retired Rear Adm. Morrill today. Below: Lyle Bercier (right) talks with retired CWO Fritz Kuhn. Kuhn was a member of Quail's crew who was not able to escape with Morrill.



Escape from Corregidor

cier. "We slept sitting up, laying across something, or laying down on the deck of the boat. It didn't make any difference where we were or what position we were in, we just slept when we had to.

"The boat was so loaded down that we had less than a foot of freeboard, and it took us five to six hours to travel seven miles through an active minefield when we first left Corregidor."

With the supplies they carried, plus $600 of combined U.S. and Philippine currency and the help of friendly natives, the crew was able to barter or buy food and fuel as they sailed through the Philippines and East Indies islands to Australia.

"We didn't have to buy much," said Meeker. "The natives were very good about giving. We started out with a couple of hundred pounds of rice, and we were in better (physical) shape when we reached Darwin than when we started out."

Most of the crew actually gained weight.

"I weighed 93 pounds when we left Corregidor," said Glen A. Swisher, "and I gained five pounds." He was a machinist's mate 1st class when the group escaped and now is a retired chief warrant officer.

"That's right," laughed Meeker. "He was a scrawny little rascal."

Navigational equipment aboard the boat included a chart of the Philippine archipelago and Dutch East Indies areas; a pocket watch; and a boat compass. No sextant was carried, but Chief Warrant Officer Donald C. Taylor, *Quail*'s gunnery officer, working with one of the crewmen, made a crude sextant out of a piece of cardboard, a razor blade and a piece of wood.

The sailors also had a 1939 nautical almanac, parallel rulers and dividers; there was no Bowditch or other navigation books. Latitude readings were taken at



Photo by PH2 Michael D P. Flynn

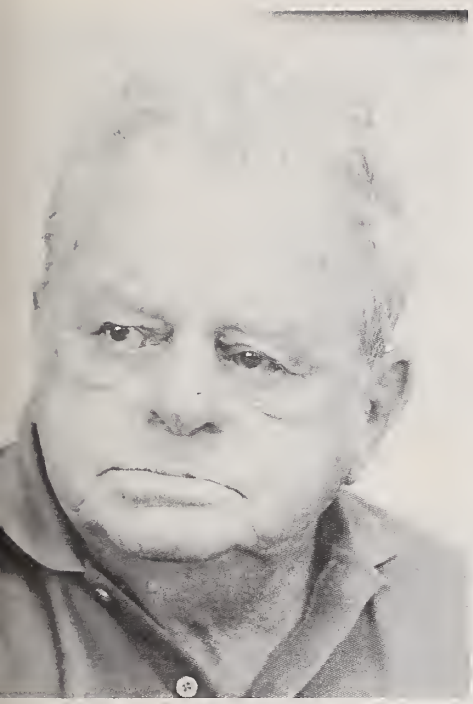


Photo by PH2 Michael D.P. Flynn

noon, and longitude was checked with sunrise, sunset, moonrise and moonset. But celestial naviation gave the sailors only very rough checks.

They carried no radio in the boat, but they did have six rifles, four automatic rifles, 11 pistols and adequate ammunition for each.

By the end of the trip, the group's small launch had averaged five knots, used 495 gallons of diesel oil and 20 gallons of lubricating oil. They got 4.04 miles per gallon on their fuel.

A five-gallon oil can, cut in half, was used as a stove to cook rice and boil coffee while the boat was underway. Diesel fuel was used to start cooking fires and wood was used to fuel the fires.

Other than one crewman being ill from possible dysentery, the only other medical problems the small group encountered came from Guam blisters. Two of the men had the blisters over two thirds of their bodies.

"They were on some of the most tender parts of our bodies, under our arms, along our thighs, and such," said Bercier, one of the men infected. "(Chief Pharmacist's Mate George) Head would have us lay down, puncture the blisters, then put iodine on them. Then he would have us lay in the sun, naked, for hours."

Bercier's blisters were gone in six days.

When the small crew arrived in Darwin, there was some question of their identity: fishermen or U.S. sailors? The fact that they had not caught a single fish on the trip did not influence authorities in Australia, but the Army-Navy game the year before did. When Morrill was asked who won the game, he cursed and fired back Navy's winning score.

The remark Morrill heard from a U.S. Army officer who was called in to help establish the men's identities: "They're Americans all right, turn them loose."

* * *

On the group's fourth reunion, President Ronald Reagan wrote:

"Your odyssey . . . almost seems like something out of legend, but I and so many others know. . . what truly brave men you are.

"You and your departed comrades are worthy of the greatest respect. . . . I salute you most proudly. . . . "

—Story by JOC B.A. Cornfeld

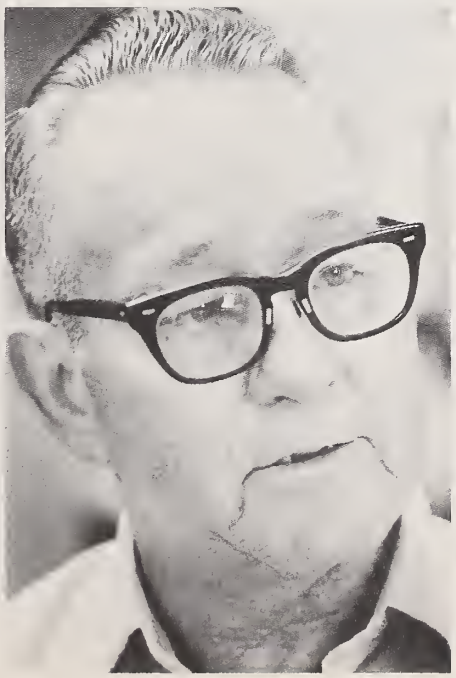


Photo by PH2 Michael D.P. Flynn

Left: Raid O. Rankin (left), who escaped with Morrill, and Kuhn catch up on the news about each other. Above: Retired CWO Jack Meeker. Right: Retired Lt. Bruce Richardson.

The 18 who escaped

Lt. Cmdr. John H. Morrill II, now a retired rear admiral

Warrant Officer Donald C. Taylor, now a retired commander

Chief Pharmacist's Mate George W. Head, died before war ended

Quartermaster 1st Class Philip M. Binkley, killed in action

Machinist's Mate 1st Class Bruce R. Richardson, now retired lieutenant

Machinist's Mate 1st Class John S. Stringer, retired chief machinist's mate, deceased

Machinist's Mate 1st Class Glen A. Swisher, now retired chief warrant officer

Water Tender 1st Class Jack F. Meeker Jr., now retired chief warrant officer

Water Tender 1st Class Edward S. Wolslegel, retired chief warrant officer, deceased

Boatswain's Mate 2nd Class Harold Haley, retired chief boatswain's mate, deceased

Gunner's Mate 2nd Class Ralph W. Clarke, now retired chief gunner's mate

Gunner's Mate 2nd Class Ralph W. Newquist, now retired chief gunner's mate

Electrician's Mate 2nd Class Earl B. Watkins, now retired from the railroad

Boatswain's Mate 3rd Class Raid O. Rankin, now retired chief builder

Gunner's Mate 3rd Class Lyle J. Bercier, now retired GS-15.

Chief Machinist's Mate James H. Steele, retired chief warrant officer, deceased

Chief Machinist's Mate Charles E. Weinmann, retired chief machinist's mate, deceased

Chief Water Tender Nicholas G. Cucinello, retired lieutenant junior grade, deceased

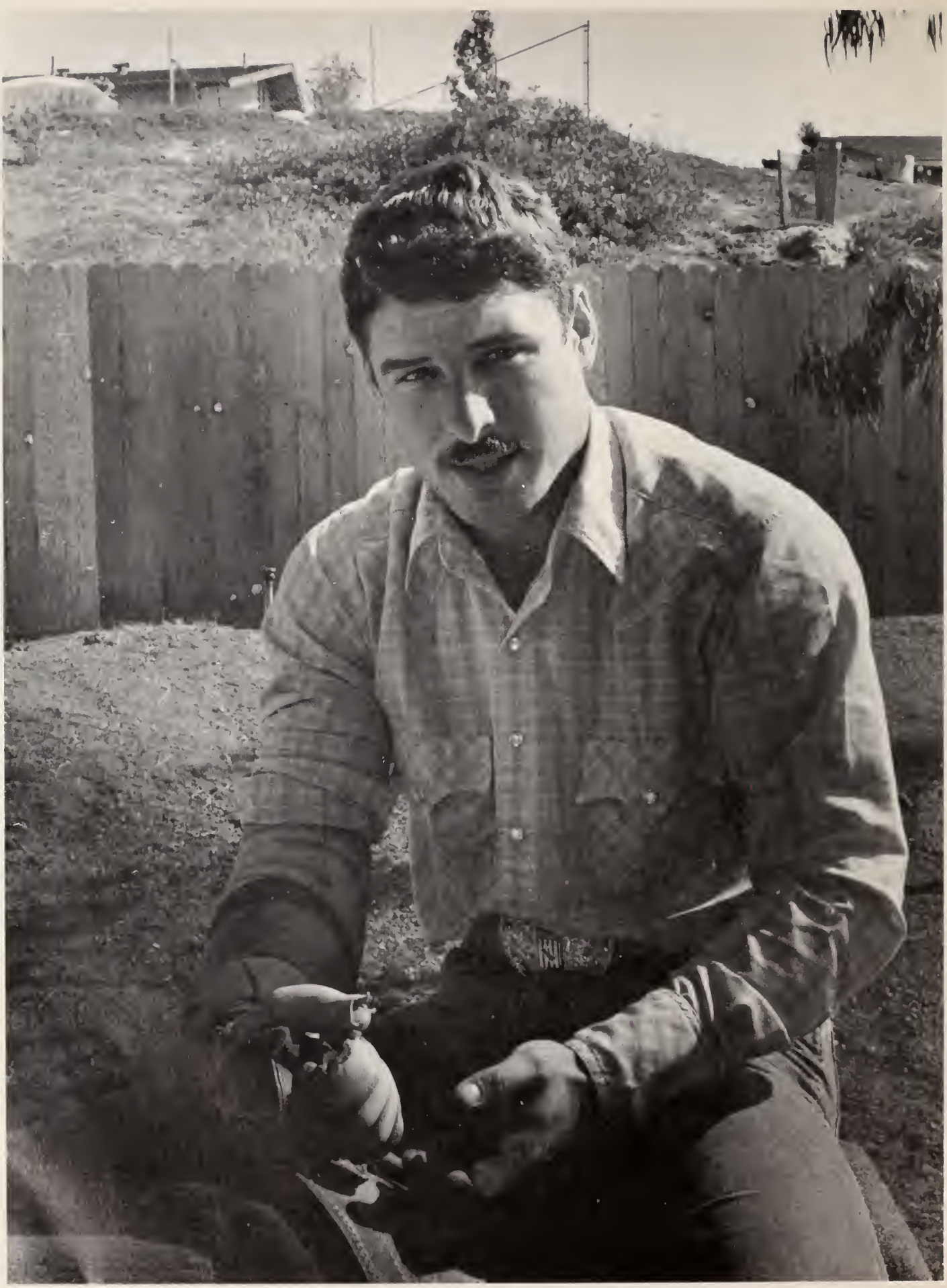


Photo by JO2 David Whitney

Marine named military rodeo champ

Editor's Note: Marine Cpl. Jack E. Walker was named all around champion at the Military Rodeo Association finals held at Twentynine Palms, Calif., last year.

His face turning bright red with the strain, Jack Walker jerks the rawhide thong taut with his teeth. His forearm-length leather glove firmly tied at the wrist, he forces his hand into the grip on his rigging and pulls his fingers, one by one, through the other side.

Satisfied with the vise-like fit, he pulls his hand back an eighth of a turn. The resulting crack of leather on leather travels well beyond the cramped pen where the 180-pound Marine sits astride a 1,200-pound bareback bronc.

The noise brings an expectant hush throughout the livestock pens. The other competitors' eyes are fixed on Jack. The crowd picks up the sign—they wait for him to nod his head, to signal he is ready.

For eight seconds, Jack has to use that one hand to stay on top of a whirling, bucking horse. He'll scrape the rolling spurs on his bootheels up and down its neck to keep it bucking, throwing his body back against the animal's flanks as it kicks its hooves into the air, and all the time he'll be thinking about points for style.

Style. That's important in rodeo. "It used to be a guy would take a snort from a bottle and get on a bronc," Jack said. "Nowadays, there's a lot of finesse involved in rodeo."

Marine Cpl. Jack E. Walker, 1985 Military Rodeo Association all around champion.

There weren't many better places to learn that finesse than growing up in Jack's household. His late father, Enoch Walker, was a world champion saddle bronc rider in 1960. "I grew up around old world champions," Jack said. "Dad's friends used to come around to the house a lot. They showed me the basics, and I picked up the rest. I rode pretty near everything."

Jack grew up on cattle ranches in Oregon, Idaho and Wyoming. The Walker family finally settled on a spread in the Bear Tooth Mountains near Cody, Wyo., about 50 miles east of Yellowstone National Park.

"I don't remember how many head of cattle we had," Jack said. "We did have about 75 horses, and I had to wrangle them. I could go hunting, fishing—it was a good place for a kid to grow up."

It was a good place for a future rodeo star to grow up, too. Cody is a "rodeo town." For six months out of each year, the town hosts a rodeo called the Cody Night Stampede every night except Sundays. "I used to go there all the time," Jack said. "It's cheap and the stock is always excellent." He said you can keep your mind on rodeo just by being around it. "Rodeoing is just keeping your mouth shut and listening behind the chutes. You hear everything and sort out what you want."

At 24, Jack has been listening and sorting more than half his life. He entered his first rodeo at 12, riding bareback. "I had one of those old slop handles you could rope around your hand. . .I got thumped."

With more and more practice, though, Jack got "thumped" less and less. "In junior rodeo I hit one show a weekend, and I started in open shows in senior high school," he said. He rode in two or three open rodeos every weekend in Wyoming and Montana.

During his junior year in high school, Jack broke his arm at the district finals. "I concentrated on football and wrestling," he said, "but I was still getting my body in shape. It was the only time rodeo took a second seat in anything." The next year he was back in the saddle, and he competed in the national high school finals in Yakima, Wash. Instead of offering prize money, high school rodeos award scholarships to the winners.

Jack said he was offered a partial scholarship to the University of Idaho to wrestle and play football. Instead, he opted for Dawson Community College in Glendive, Montana. "A bunch of world champions have come out of that school," he said. "One of my teammates was Larry Peabody, the 1984 world bareback champion."

They take their rodeo seriously at Dawson. Jack was subject to the same eligibility rules and standards of conduct as football and basketball players. "College is not quite into pro ranks, but it's still good quality rodeo. It gets you ready for the Professional Rodeo Cowboys Association," he said. The Dawson team traveled as far as Florida, winning the 1980 National Intercollegiate Rodeo Association men's team championship.

Rodeo champ



Jack's most memorable ride came at an international match rodeo in Calgary, Alberta, Canada. His soft brown eyes catch fire as he remembers: "My first horse fell, so I ran this horse the size of a saddle bronc." The horse was called "Tiny Bubbles." He was a 1,400-pound palomino, the Canadian Professional Rodeo Association bucking horse of the year.

"The horse bucked high. He got a lot of air and hang time," Jack said. "He tossed his head, trying to snatch my arm away every time we were in the air. He was hard to ride, he was so big."

He hung on for the full eight seconds, but as Jack was walking back to the chute the crowd started booing. "I asked Larry Peabody if I had done that badly. Then I saw the judges had scored me in the 70s (an average score). The crowd was booing the judges for scoring me so low."

Jack won that match even though he was up against one of Canada's best professional riders, Bruce Ford. But Jack is not the boasting type. "I only won because he fell," he said, giving a glimpse at the camaraderie and respect that exists between rodeo athletes.

"Rodeo is the only sport I know where if you need something, the other guy will give it to you," Jack said. He tells of rodeoing with his best friend for two years. "He had a bad rigging, so I let him share mine."

"But you're always competing against each other," Jack said. "All friendships are off for eight seconds. You're going out to win, to be the best."

Bareback riding is what Jack does best. "It's probably the only thing I can stay on," he laughed. He said a rider has the advantage of holding on with his legs in bullriding. The saddle bronc rider has a complete saddle and reins hooked to a halter to control the horse's head.

"In bareback, it's the physical aspect,



a challenge between you and the horse," he said. "It's like wrestling. If you get pinned—knocked off—you can't blame nobody else but yourself for it."

Jack says he can't predict how he'll ride a particular bronc. "I just wanna spur the hair off him as we're coming out of the chute," he said. "You never know what the animal is going to do. I just ride 'em jump for jump."

That much hasn't changed over the years, Jack said, but equipment and technique have become more sophisticated. "The advances made since 1960 are tremendous," he said. "It's still a challenge, still a thrill, but it's not like it was years ago. It's a lot safer now, but it's got a lot harder." He said tougher competition has caused riders to take more risks. "The danger has always been there, only now to make points you have to expose yourself to it."

Taking risks means a greater likelihood of getting hurt, and Jack said injuries make or break a rider. "The question is, do you have the drive and the snap to come back?" he said.

Although Jack has had casts on both arms and both legs at different times, he always came back. He broke an ankle riding a saddle bronc in 1976 and didn't get on another bronc until last year. He said he wasn't afraid of the animal, he was afraid of hurting himself so badly he couldn't ride bareback.

Physical and mental conditioning is a



After wrapping and pulling a leather thong tight around his wrist, Walker demonstrates his bareback spurring technique on a sawhorse. Opposite page: Walker is out of the chute in saddle bronc competition.

big part of Jack's training. He hasn't been able to ride as much as he'd like to since he joined the Marine Corps in 1981. Where he used to ride two or three times a weekend, he now only competes two or three times a year. "You gotta bend your rodeoing around the Corps," he said, "and it's hard when you get away from it."

He's pretty far away from it now, stationed with the 3rd Force Service Support Group on Okinawa as a heavy equipment mechanic. The 3rd FSSG rodeo team often trains in its members' back yards. They practice riding and spurring techniques on a 6-foot high sawhorse draped with blankets and carpet scraps.

One of Jack's teammates on Okinawa is Sgt. Sonny Borrelli. The two were on the 1st FSSG rodeo team when they were both stationed at Camp Pendleton, Calif. "Jack was the strongest asset of the 1st FSSG team because of his consistency," said Sonny. "When he left, it put the team in the hurt locker. The 3rd FSSG team placed third in the Military Rodeo Association finals this year because of Jack's being the MRA all-around cowboy of the year. We used to be just bullriders . . . he brought the team up with his pointers on bareback riding."

The pointers Jack gives range from custom sewing of gloves to achieving ideal body weight. At just under 6 feet, Jack weighs 180 pounds and sports biceps the size of an average man's neck. "I want to get down to 170 or 175," he said. "Right now there's too much jerk on my arms when I get thrown back."

Jack lives and breathes rodeo, but he doesn't like to be called a cowboy. He almost spits when he says the word. "Cowboys grew up in cities watching rodeo on television. They say they want to do it, but when it comes right down to it, they don't." Instead of cowboy, he prefers the term "rodeo athlete."

"Rodeo athletes could come from anywhere," Jack said, citing current all-around world champion Bobby Delvecchio from Bronx, N.Y. "It doesn't matter if they have a four-wheel drive pickup truck."

Like their counterparts in more conventional sports, rodeo athletes have to keep their bodies in shape. Jack believes in pushing himself a little more each day. "If it doesn't hurt a little bit, it ain't right," he said. "When I crack my hand back in the rigging, I say to myself, 'Yeah, my hand is in there.' "



It's that combination of strength, knowledge and experience that allows Jack Walker to ride a bucking bronc out of the chute, confident that eight seconds later he'll walk away looking forward to the next ride. □

—Story by JO2 David Whitney, NIRA Det. 5, San Diego



Ocean Safari '85:

Meeting the threat

n the North Atlantic

When five battle groups operate together, the display of sea power is awesome. At the start of NATO Exercise Ocean Safari '85, U.S. Navy Vice Adm. Henry C. Mustin, Commander, Striking Fleet, Atlantic, directed such a force off the U.S. east coast.

The Striking Fleet, possibly the most potent naval force ever assembled, had the offensive capability of 40 World War II aircraft carriers and an ordnance delivery capacity greater than 800 B-17 bombers.

Major units at the start of the exercise included U.S. aircraft carriers *America* (CV 66), *Saratoga* (CV 60), and *Eisenhower* (CVN 69), the battleship *Iowa* (BB 61), and the British anti-submarine carrier *Illustrious*, all operating under Striking Fleet, Atlantic NATO command. *Coral*



"The battleship is going to be used whenever we want to take the war to the enemy."

Sea (CV 43), performing in a national role apart from the exercise, coordinated a major portion of its air activities within the Striking Fleet.

The Ocean Safari series of exercises tests NATO's ability to control sea lanes and maintain free passage of shipping. This year, for the first time, the exercise area extended from the North American coastline to Europe and from Lisbon to the northern Norwegian Sea.

In the course of the exercise, convoys ran from Boston to Iceland, from Iceland to England, from Portugal to the English Channel and from the Orkney Islands to the Channel. Close-in defense of the convoys was provided by naval vessels of Belgium, Canada, Denmark, France (operating under special arrangements), the Federal Republic of Germany, the Netherlands, Norway, Portugal, the United Kingdom and the United States.

A massive mine countermeasures campaign was conducted around Holy Loch, Scotland, and in the approaches to the Channel.

This was the first major operational test of the new U.S. Maritime Defense Zone (MarDeZLant) concept, emphasizing the joint Coast Guard/Navy command responsibility for coastal defense. For this exercise, the defense of the port of Boston against special forces and mine-laying was the primary MarDeZLant mission.

The exercise was coordinated by the



Heavy weather played a major role in testing NATO operational capabilities. Aircraft ops were conducted throughout the North Atlantic transit and in the North Sea.









Ocean Safari '85

"If you're being forced to carry the fight to the enemy, you had better know the playing field you're going to compete on."

Supreme Allied Commander, Atlantic—at that time U.S. Navy Adm. Wesley L. McDonald—whose headquarters is in Norfolk, Va. (Adm. McDonald retired in November 1985.) Speaking on board USS *Nassau* (LHA 4) during the exercise, the admiral referred to the Soviet submarine presence as the greatest single threat in the Atlantic today.

He also said that the technology advantage enjoyed by NATO over the Warsaw Pact nations had been cut in half in the past 10 years, but that NATO is still on top. While stressing that there has been no change in NATO's overall strategy or the concept of operations, Adm. McDonald noted that Vice Adm. Mustin, Commander, Striking Fleet, Atlantic, had been exploring certain tactical innovations which may enable the Alliance to carry out NATO maritime strategy more effectively. Admiral McDonald described himself as the general manager of the Striking Fleet team, with Vice Adm. Mustin acting as the quarterback.

Tactical emphasis on the Norwegian Sea was one new approach that Adm. McDonald wanted to test during Ocean Safari. "The Norwegian Sea and the Atlantic are absolutely intertwined in their importance," he said. "If we do not control the Norwegian Sea, then we place the sea lines

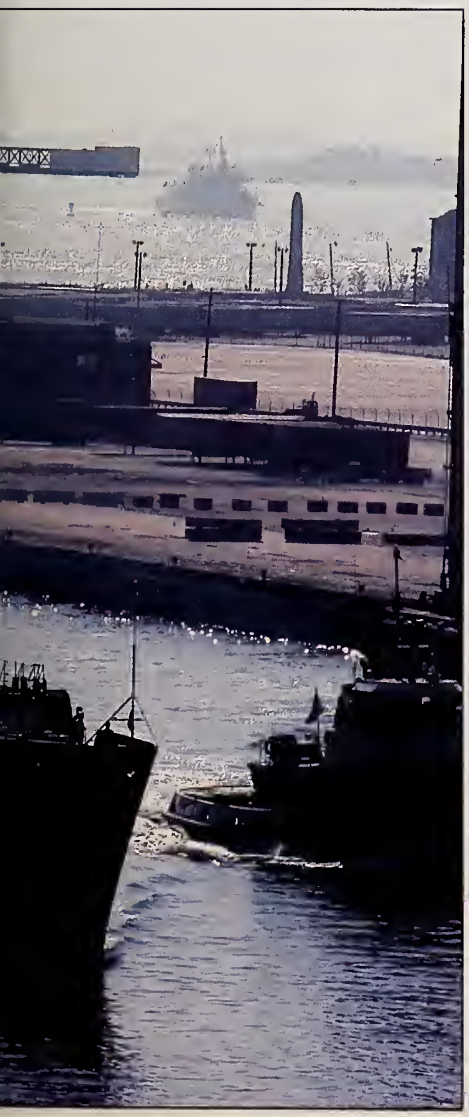




Underway replenishment, ordnance handling and traditional communications continued throughout the transit until the NATO ships came safely into Allied ports.











"The Norwegian Sea and the Atlantic are absolutely intertwined in their importance."

of communication and supply across the Atlantic in jeopardy."

When asked how many times U.S. carriers had been in the Norwegian Sea on exercises, Adm. McDonald said, "Very seldom. We have not trained often in an area where one day we may be forced to fight! There have been 33 carrier days in the Norwegian Sea in the past 10 years. If you're being forced to carry the fight to the enemy, you had better know the playing field you're going to compete on. We're trying to improve our expertise in this area," he said.

Vice Adm. Mustin, commenting on the use of *Iowa* in the exercise, said, "The battleship is the most powerful, 'survivable' surface ship ever constructed. In my planning, the battleship is going to be used wherever we want to take the war to the enemy."

One hundred-sixty NATO ships and hundreds of aircraft were involved in Ocean Safari. The final results will take months to fully analyze. Such exercises are not just intended to test tactical procedures and exercise the ships and headquarters involved; they send a deterrent message themselves—clearly showing that NATO's navies have learned to cooperate, and stand ready to fight together as effectively as they have trained together.

Vice Admiral Mustin summed up the global implications of Ocean Safari when he noted, "Deterrence is like beauty—it's in the eye of the beholder."





Routine maintenance provided a backdrop for more spectacular operations. Even as Iowa displayed its awesome firepower, and America launched aircraft in Vestfjord, cables had to be greased and liferings painted.











Working with weather

The word was passed over and over: "The weather decks are secured due to high seas."

Two Ocean Safari '85 escorts—USS *Iowa* (BB 61) and USS *Halyburton* (FFG 40)—took tons of water across their decks as their bows dug into the angry North Atlantic.

The two ships were 12 days into the NATO exercise, which began in Norfolk and eventually involved more than 160 NATO units, when they sailed into the autumn storm.

Running on the task force's northern flank, *Iowa* and *Halyburton* provided advance scouting information and long-range protection against "orange" (enemy) surface, subsurface and airborne threats.

To some, the stormy seas that cleared the weather decks might have seemed to have no redeeming qualities. This was the sort of storm even a battleship would avoid—*unless* it wanted to transit undetected. In fact, a key part of the Ocean Safari plan called for *Iowa* and *Halyburton* to use the environment to hide themselves from orange forces as well as other ships that routinely "observe" NATO exercises.

For the Norfolk-based aircraft carrier USS *America* (CV 66), Ocean Safari '85 posed a similar challenge. *America*'s mission was to steam for Vestfjord, in the Norwegian Sea, and test the ability of a carrier to operate within the confines and natural shelter of the fjord.

Before *America* had even completed the first leg of its northbound journey, the carrier attracted the attention of a real-world player in the form of a Soviet "Balzam" class intelligence-gathering ship, which shadowed the carrier's movements from Norfolk to the waters off Halifax, while *America* operated in tandem with USS *Eisenhower* (CVN 69) and USS *Saratoga* (CV 60) battle groups.

The "Balzam" (and "orange" forces) soon found their mission thwarted through careful planning, effective use of weather and skillful operational execution. The *America* battle group sped north towards Norway, and in the words of Vice Adm. Henry C. Mustin, "disappeared from the face of the earth, as far as the Soviets were concerned."

After a stormy North Atlantic crossing, *America* emerged from the heavy weather in an area bounded by Greenland, Iceland and the United Kingdom. Both machinery and flight deck personnel were introduced to a frigid environment, intensified by the carrier's course into the bitter wind as it launched and recovered its aircraft.

At this point, *America* was observed by Soviet forces once again, both from the air by "Bear" and "Badger" aircraft and on the surface by the Soviet "Krivak" class frigates and an intelligence-gathering ship.

The final phase of Ocean Safari saw USS *America* make its way into the spectacular bay formed by the walls of Norway's Vestfjord. There, *America* became the first U.S. aircraft carrier to conduct flight operations inside a fjord. *America* also conducted ASW training for its S-3 aircraft and SH-3 helicopters.

Iowa and *Halyburton* achieved similar operational success, transiting the North Atlantic undetected.

The two vessels did not rely entirely on the environment to avoid detection. Two SH-60B *Seahawk* helicopters, from Helicopter Anti-submarine Squadron, Light, 42 Detachment 5, were embarked in *Halyburton* during the transit. The *Seahawks'* primary mission was ASW, but they also exercised their ability to search far ahead to spot enemy surface and submarine contacts.

Despite the rough weather, *Halyburton* was able to launch and recover its helicopters in seas that would have made flight operations impossible for most other ships. *Halyburton* has a transport recovery system that can quickly move a *Seahawk* from the hangar to the flight deck. It can also



winch a hovering helicopter down to the deck in heavy seas.

Having two *Seahawks* onboard allowed aircraft and aircrews to be rotated for maintenance and rest, increasing the total flight time on station, despite the stormy weather.

The harsh North Sea environment showed a softer side a few hours after the *Iowa* crossed the Arctic Circle; a fabulous aurora borealis display drew most sailors not on watch up on deck. The natural beauty of the northern lights rivaled any Fourth of July fireworks show as bands of multi-colored light gracefully floated from horizon to horizon.

Another course change brought the ships back into more rough weather. Soon 30-foot seas and winds gusting over 50 knots closed the weather decks, postponing for several days a highly competitive "blue nose" softball tournament aboard *Iowa*.

The course change also brought *Iowa* and *Halyburton* near the main body of the task force as their joint participation in the exercise drew to a close. *Halyburton* departed for other Ocean Safari duties while *Iowa* joined up with ships of NATO's Standing Naval Force, Atlantic and a task group of the Royal Netherlands Navy.

The North Atlantic transit provided the backdrop for significant operational achievements by *America*, *Iowa* and *Halyburton*.

The battleship's offensive capability, the frigate's support capacity to meet the challenge of protecting the task force, and the aircraft carrier's ability to test a bold new operational concept all provided crucial tactical knowledge for future NATO operations.

Ocean Safari '85 was clearly a success. □

—Ocean Safari '85 photos by Lt. David Parsons, PH1 Jeff Hilton, PH3 J. Elliot, PH3 Robert Feary, PHAN John Meore and PHAN David Adams



Military medical school

The F. Edward Hébert School of Medicine



Photo by Candace Sams

Heavy rain beats down on Walter Kidwell as he strains to see into the darkness. Artillery shells shriek overhead, and he flinches as they explode nearby. Ignoring the night chill and rain-soaked clothes, Kidwell and four other medics stumble through the forest, searching for a "wounded" man. When they find him curled up in a ball, they quickly bandage him.

The artillery explosions creep closer as the medics carry the man on a stretcher to the waiting jeep that will rush them to the nearest battalion aid station.

Kidwell is on his way to becoming a Navy doctor. As a fourth-year medical student at the F. Edward Hébert School of Medicine of the Uniformed Services University of the Health Sciences, (USUHS or simply Hébert School of Medicine), he practices his medical and leadership skills during a weeklong exercise called Operation Bushmaster at Fort Devins, Mass. The exercise gives fourth-year students a chance to manage a battalion aid station. By week's end, each student will have acted as medic, ambulance driver, security officer, doctor, executive officer and commanding officer.

The Hébert School of Medicine is the only military medical college in the United



Photo by Candace Sams





The award-winning USUHS architecture includes a rappelling tower where students may practice a skill useful in getting to wounded in the field.

States training military physicians for the Navy, Army, Air Force and the Public Health Service. The four-year curriculum includes the basic biomedical courses found in any medical school. USUHS also requires courses in parasitology, medical zoology, military studies, preventive medicine, and infectious diseases—areas of special importance to military doctors.

Newly enrolled students receive an active duty reserve commission with pay as ensigns or 2nd lieutenants (0–1). Graduates are commissioned as regular medical officers in their respective services and promoted to lieutenants or captains (0–3), and are obligated to serve seven years on active duty after school. In total, a prospective student is looking at a minimum 12-year active duty investment: Four years in medical school, one in an internship program and seven more for a residency, a general medical tour or a sea rotation.

Nearly 600 students have graduated from USUHS since its opening in 1976; more than 170 of those have graduated as Navy doctors. For the class of 1989, the school received more than 3,000 applications to fill the 156 slots alloted by law.

Located at the Naval Medical Command, National Capital Region in Bethesda, Md., the Hébert School of Medicine accepts both civilians and military members and has an interesting mix of students. Students must be between 18 and 28 upon enrollment. Certain age requirements may be waived for military people with prior or current active duty experience.

Many current students have such military experience. There are former F-14 pilots, engineering officers off nuclear submarines, Marines, and service Academy graduates, as well as several former enlisted corpsmen who got out of the Navy to attend civilian colleges and earn degrees and have now come back into the Navy.

Kidwell is one of those corpsmen. He spent six years in the Navy working at naval hospitals in Philadelphia, Whidbey Island, Wash., and at U.S. Naval Communication Station Harold E. Holt in Exmouth, Australia. He's been a laboratory technician, senior laboratory technician



and has worked in intensive care and critical care units. He took some night courses part time, then got out of the Navy in 1980 to attend school during the day full time. After several years of college courses, he graduated with a Bachelor of Science degree in biology from the University of Nevada in Reno.

While he was in the Navy, he had heard about USUHS. He applied but didn't expect to get in. "It was pretty intimidating because I wanted a quality education, and I think a lot of people are turned off about the military running a medical school . . . . You don't know what it's going to be like—if you have to spend half your time marching, standing in formation or what."

Before starting classes, Kidwell and his classmates spent a month in an officer indoctrination course at Newport, R.I., for an orientation in the customs and traditions of military life, and the responsibilities of an officer. The course helps students make a smoother transition to the military lifestyle. Last year, 65 percent of the class's enrollees had no prior military experience.

Practical field experience for students starts in the summer after the first year. Students take a five-week military medical field studies course at Quantico, Va. The first week is devoted to field training exercises as medics and platoon/squad leaders.

"The purpose of that exercise is to get them used to living in the field," said Lt. Peter Bowman, liaison for Navy students at USUHS. "They go on patrols, and have map and compass exercises to find rations and water that have been hidden. If they don't find them at the right time and place, they don't have a meal.

"Students must learn to concentrate on soldiering skills more than medical skills in order to operate as a unit in the field under combat conditions. The remaining four weeks are spent with the students' respective services in medical units providing support for the field, fleet and wing units. The emphasis is not totally medical, according to Bowman, but more to ensure that students get some insight into the jobs of the people they'll be working with—from the engine room to bridge watches.

The Hébert School of Medicine also offers a course on line commanders' duties. "We try to give students an idea of the kinds of pressure a line commander is under so when they're working with this individual, they can understand the guy is being pulled in 100 different directions," said Bowman.

Students also go into a hypobaric chamber to experience hypoxia (oxygen starvation) as flight crews do, as well as into a hyperbaric chamber for the changes in body temperature endured by their diving counterparts.

In the third year, students are introduced to the rigors of hospital duty with clinical rotations in teaching hospitals. There, some students say, you can work a 40-hour week in two days. Students serve in one of four military hospitals: Walter Reed Army Medical Center, Bethesda, Md.; Bethesda Naval Hospital; Malcolm Grow Air Force Medical Center, Andrews AFB, Md.; or Wilford Hall Air Force Medical Center, San Antonio, Texas. At these hospitals students spend time in clinical clerkships in family practice, medicine, obstetrics and gynecology, pediatrics, psychiatry and surgery.

In the fourth year, students can use their medical skills both in the field and in a civilian hospital. Students take an eight-week course in military emergency and contingency medicine; three weeks are spent in the classroom and one week is in the field—Operation Bushmaster, for example—managing a battalion aid station. The remaining four weeks are spent in emergency rooms and trauma centers in civilian hospitals throughout the United States.

Students can also volunteer for special training—airborne, air assault, pathfinder, ranger, scuba, combat controller, combat diver, jungle survival, and testing for the expert field medical badge.

On campus, students wear their uniforms to class every day and have periodic personnel inspections. "The school is military and it's run in a military manner but it's a 'soft sell,' " said Kidwell. "They don't do things for no reason, they do things because it makes sense and they have a rationale for it. For instance, we set up a disaster situation, going into another country where there are certain medical problems—parasites, malaria—and we get into small groups for several weeks, making class presentations and playing various roles in the chain of command. They bring in people to fill the roles we're playing with in the classroom."





Bowman said the Hébert School of Medicine is looking for people who really want to make a career in the military. "They're not obligated to spend an entire career but by the time they finish here,







USUHS students balance their extensive laboratory and classroom studies with training in the field and clinical work in hospitals.

they have such a significant obligation (7 more years) that we're hoping they're going to realize it's to their advantage to do an entire 20 years."

The attrition rate has been only about 2 percent according to Donald Hagengruber, special assistant to the president of USUHS.

One characteristic of USUHS graduates, according to 1980 graduate Army Maj. Maceo Braxton, is that military doctors tend to have a career interest in the military system. "The people who make this long-term commitment are there to make the health system better." Braxton is Chief of General Surgery at Noble Army Community Hospital, Fort McClellan, Ala.

Lt. Cmdr. Stanton Wesson, also a 1980 graduate and currently a dermatology resident at Bethesda Naval Hospital, served for three months as the only medical officer ashore in Beirut, Lebanon, while assigned to the 2nd Marine Division of the Fleet Marine Force. Speaking at the school two months after his return from Beirut, Wesson told how his USUHS training had helped him.

When his unit arrived in Beirut, the area lacked proper sanitation and an adequate water supply. Wesson started making a list and writing notes to himself about all the things he had to do, remembering his first and second year courses at USUHS. "I got to thinking about the real nuts and bolts of field sanitation—I can't imagine many civilian medical schools would emphasize how important it is," he said.

He worked closely with the Marine Amphibious Unit's hospital corps chief, staff officers and individual unit commanders on a sanitation plan to prevent disease among the troops. "This is important because once you've got one-fourth of a 1,200-man group sick on the beach, you aren't going to be effective as a unit. That was by far the most important thing to keep in mind in terms of my specific job as a staff officer."

Wesson also said it's important to understand other services in terms of military history and what other service members' jobs are. "Other people really appreciate it if you know something about what they are doing, and about their history and tradition. That's something that I think graduates of USUHS walk away with, a historical sense of knowing the people they serve with. You don't want to approach your job as living with a bunch of Marine 'grunts.' "

One of the biggest criticisms about the Medical Corps in the past, according to Kidwell, was that doctors didn't always understand what people in a field unit did and why. "The school has tried to graduate people who are not only professionally responsible but also understand what's going on at the operational level and want to participate in supporting the line."

One of the most important lessons learned at USUHS is that there is more to creating a military medical officer than putting a doctor in uniform.

According to Bowman, students who graduate from the Hébert School of Med-

Medical school



icine get an orientation and background in military medicine. "You can't learn how to treat people who've been shot with an M-16 by going to a civilian emergency room and watching gunshot victims come in. It's not the same thing."

Reflecting on his education, Kidwell said he believes the school offers vast opportunities for people who want to make medicine and the military a career. His wife and five children will watch at graduation in May as the former enlisted Navy corpsman becomes Lt. Kidwell, commissioned in the Navy Medical Corps—a Navy doctor. □

—Story by Candace Sams
—Photos courtesy of USUHS AV Center



At the 1985 graduation ceremony, Vice Adm. Lewis Seaton, Navy Surgeon General, congratulates top Navy graduate Lt. Ann Siefert and the newest military doctors celebrate.



The man who started it all...

F. Edward Hébert, the late congressman from Louisiana, introduced the idea of training doctors for the military to an Armed Services subcommittee hearing in 1947. "Why," he asked, "has the government spent billions of dollars to train men to kill and has spent nothing to train men to save lives? It doesn't make sense to me."

Secretary of War Robert P. Patterson had also testified that thousands of doctors had left the armed services after World War II to take up their civilian practices. Hébert felt the armed services should set up a school that would train doctors who would then be willing to be obligated a certain number of years enabling the government to get its investment back. He pushed the legislation for the establishment of the Uniformed Services University of the Health Sciences for 24 years. In 1971, Hébert became chairman of the House Armed Services Committee. The legislation he had worked for was signed into law Sept. 21, 1972.

In 1976, USUHS received provisional accreditation as a four-year medical school and accepted its first students while the complex was still under construction. The students attended classes at the Armed Forces Institute of Pathology in temporary facilities until 1977 when they returned to campus while the second half of the complex was under construction. The school was completed in 1979—the same year Hébert died.

In 1980, the school received full accreditation and graduated its first class of 29 doctors commissioned in the Medical Corps and Medical Service Corps of their respective services. In 1983, the name was changed to F. Edward Hébert School of Medicine of the Uniformed Services University of the Health Sciences.

The school's modern facilities include an electron microscopy suite, a Learning Resources Center, with 88,000 volumes, computers and data bases, 1,000 journals, and an animal medicine facility, "one of the finest multi-discipline laboratories available at any educational institution," according to the Middle States Association of Colleges and Schools, Commission on Higher Education Accreditation. The facility also received an award from the American Institute of Architecture.



Students have access to the National Institutes of Health, the National Library of Medicine, Armed Forces Institute of Pathology, Armed Forces Radiobiology Research Institute, and a number of other universities and research institutes located within the Washington, D.C., metro area.

To be accepted into the school, an applicant must be a U.S. citizen, must have an undergraduate degree from an accredited institution, must meet requirements for holding a regular commission, must be willing to serve 7 years after school in the uniformed services, must have taken the new Medical College Aptitude Test within three years of enrolling, and must apply through the American Medical College Application Service.

Active duty officers accepted to the school must resign their regular commission prior to entering the school and accept the 0–1 rank of ensign in the Navy and 2nd lieutenant in the Army and Air Force.

The school also offers doctoral and other graduate degrees but without any additional service obligation for civilians and active duty members. Students are enrolled full time and serve as teaching and research assistants. Masters degrees are offered in public health, tropical medicine and hygiene. Doctoral degrees include anatomy, biochemistry, medical psychology, microbiology, pathology, pharmacology and physiology.

Looking back on 34 years of service in the House of Representatives, Congressman Hébert reflected on the years he had supported the legislation to create USUHS: "When my service is ended and I look back over the milestones of my career, I want most of all to be remembered for the military medical school." □

Lt. Dan Lyons

Navy oarsman

PULL! Sweat pours down his arms and back, keeping the river's early morning cold at bay. *PULL!* His eyes are glued on the strained, taut back in front of him. *PULL!* Labored breathing breaks the silence of the thick fog. *PULL!* Leg muscles scream in protest. *PULL!* Only one thought: *PULL! PULL! PULL!*

As the sun rises over the banks of Schuylkill River in Philadelphia, Navy Lt. Dan Lyons and his teammate, Dave Krmpotich, the top-rated U.S. rowing pair, are well into their daily training routine, a regimen that includes weight-lifting, hill climbing, running and hours of rowing.

To anyone standing on the pier at Boathouse row, the morning is tranquil. Flowing through the center of Philadelphia, the Schuylkill is part of—yet isolated from—the city. Lined with weeping willows and thick foliage, the river winds past the row of softly illuminated club houses. In the distance, early morning commuters speed by on Interstate 76, their cars' headlights dimmed by thick fog. The two-man shell glides effortlessly as oars slice the water's surface in perfect time. The two men move in unison and enhance the tranquil scene.

For Lyons and Krmpotich, though, the morning is not tranquil. Each man gives all he has and groans with each stroke of his single-minded goal—*pull* harder, *pull* longer.

Each is locked into his separate pain, yet each is aware of his teammate. Neither can stop first, neither can give less. Team crewing is competition—team against team, teammate against teammate and each man against himself.

"I'm always aware of how hard the other men are pulling and I try to pull even harder. I think I take a perverse pleasure in pulling harder than the next man," Lyons said, smiling as if to laugh at himself.

A world-class athlete, Lyons started rowing when he was 10. He reluctantly agreed to help his older brother's high school team by acting as coxswain.

In a sport characterized by large, muscular men, coxswains are an anomaly. They are small, a must for the team member who doesn't row, and they direct men twice their size. "Because I was smaller, the older boys teased me constantly. I hated



Lt. Lyons and rowing partner Dave Krmpotich often have to row at night. That's the only time they can train.

world-class athlete

it. I decided that if I was going to become involved with the sport, I wanted to be a rower, someone who moved the boat," Lyons said.

Crew consists of several different categories: eight-man, four-man, two-man crews and single sculling. Eight-man crews always use a coxswain, but the two- and four-man crews can compete with or without a coxswain. Crewing is also broken down into scully or sweep. In scully, each man uses two oars. In sweep, only one oar per person is allowed. Crew is also divided into weight divisions, such as lightweight and heavyweight.

Coached by his father, who was a member of the 1940 Olympic rowing team and winner of four national championships,



Navy oarsman

Lyons won the singles division of the National Junior Lightweight Championships when he was 17.

While attending the U.S. Naval Academy in Annapolis, Lyons' strength moved him into the heavyweight division.

"I wanted to row in the heavyweight division, but I didn't have the size," Lyons said. The average heavyweight oarsman is between 6-foot-3 and 6-foot-7 and weighs between 190 and 220 pounds. Lyons is 6-foot-3, but only 177 pounds. "I'm an unusual case. I'm tall, so I have the reach, but why I can pull as well as, if not better, than bigger guys, I don't really know."

Lyons may not know why he can outstroke bigger men, but Rick Clothier, his coach at the Naval Academy, knows why. "It's perseverance. Dan has stayed with the sport, never giving up, even when faced with difficult obstacles," he said.

In 1981, Lyons' heavyweight boat finished third for a bronze medal at the World Championships in Munich. Because of equipment problems during the 1982 World Championships in Lucerne, Switzerland, Lyons' shell finished only seventh. The 1983 Pan-American Games in Caracas, Venezuela, meant a gold medal for Lyons and his team.

At the 1985 National Championships in Oakridge, Tenn., Lyons finished first in three events and second in one. He and his teammate Krmpotich earned a spot on the 1986 national team at the October trials held in Princeton, N.J. But for all his success there is still one goal that eludes Lyons: the chance to compete in the Olympics. When the United States pulled out of the 1980 Olympics, rowing trials were not held, and Lyons set his sights on the 1984 Olympics.

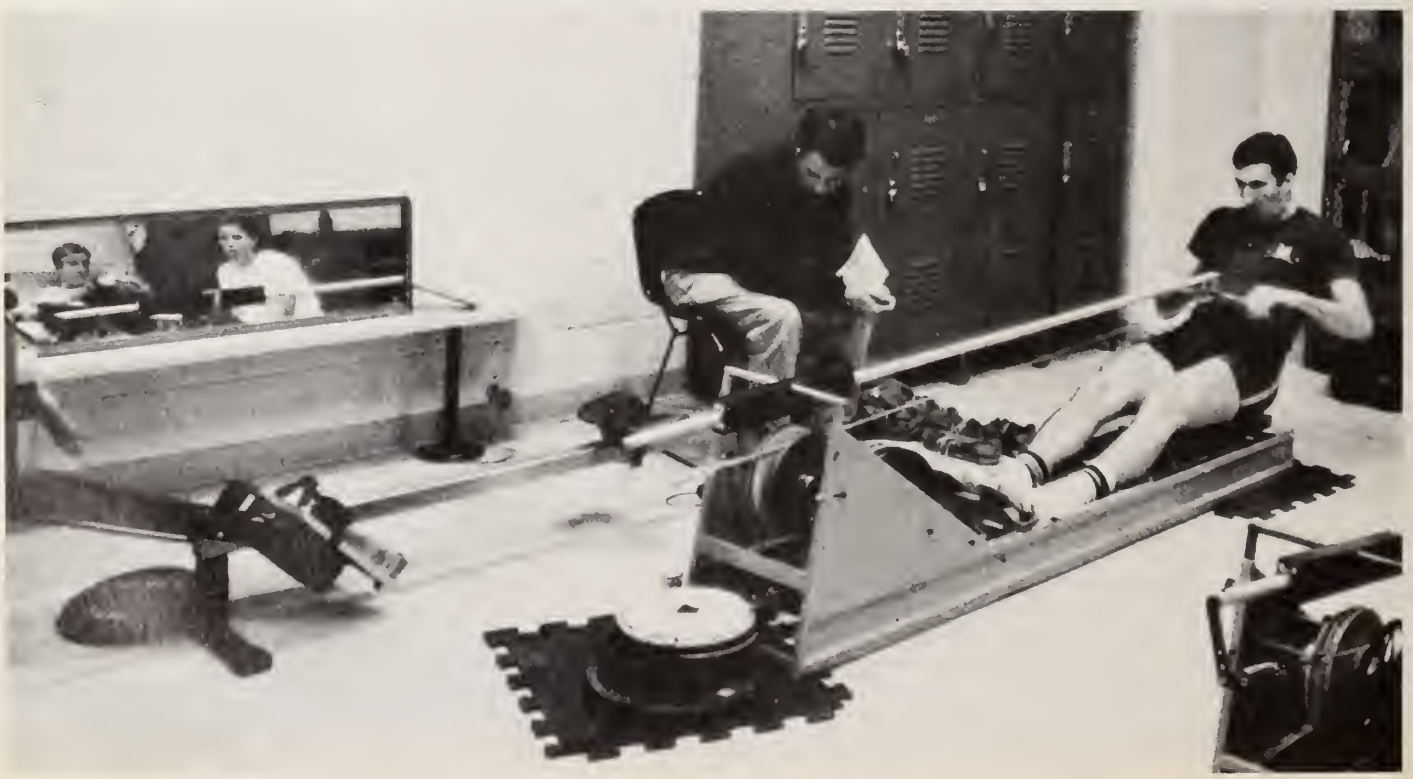
"Nothing else can come close to the experience of training for the 1984 Olympics," Lyons said. "Nothing existed for us except rowing." Crewing in a four-man shell, his team spent literally hundreds of hours preparing for the Olympic trials.

"The intensity was incredible. We slept, ate, talked and dreamed crew. A kind of a mind-set developed where we knew we were going to win. We couldn't even conceive of losing. We were the best, and we knew it. We earned it," Lyons said.

The men were not egotistical, but their own training intensity had locked them into a single-minded track—winning.

But 1984 was lost. Although they finished first in their heat, Lyons' team drew





a bad lane in the trial's final race. Rowing against stronger head winds than the other crews, Lyons' team finished two-tenths of a second behind the winning shell.

"Just a plain hard and bitter pill to swallow," Lyons said. "It took me months and months to get over the disappointment. I kept thinking over and over to myself. "We were good people, we deserved to win." People tried to console me by saying, 'Isn't that nice you had the chance to compete at that level.' It isn't enough."

Off the water, Lyons is quiet and soft-spoken; yet, underneath lurks a fiercely competitive nature.

"I think I inherited my killer instincts from Dad," he said. "He always taught me that the way to win was to get ahead and stay ahead. He also taught me to never give up no matter how bad things look."

Lyons applies his father's lessons to rowing and, perhaps more importantly, to life. Edged out of a Naval Academy appointment by a Pennsylvania All-State football player, he enlisted in the Navy and attended the U.S. Naval Academy Preparatory School in Newport R.I.

In the fall of 1977, he earned his appointment to the academy and, with 110 other plebes, tried out for the crew. Lyons' main goal was to keep from being cut from the heavyweight team. To his coach, Clothier, there was no doubt Lyons would make the team. Lyons effective use of his body's natural leverage system even then allowed him to outstroke stronger men. According to Clothier, Lyons' talents are something he's earned with hours and hours of work.

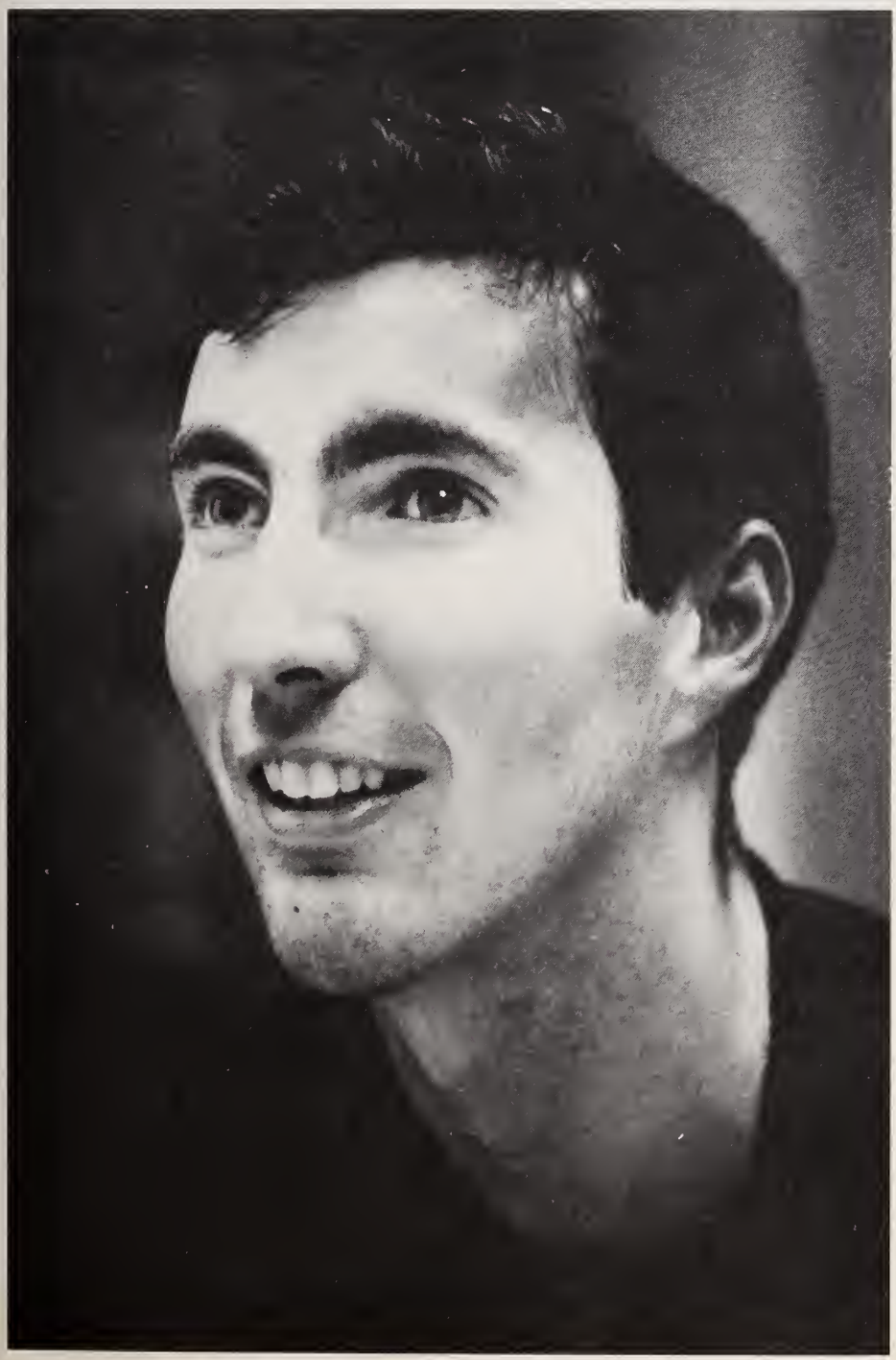
Four years after entering the academy, Lyons and his best friend, now Lt. Tim Griffith, co-captained the varsity crew to one of its best seasons and the Intercollegiate Rowing Association Championship.

Griffith, a coxswain, said, "Danny has an excellent sense of rowing rhythm. He understands swing."

When a team is swinging, the least amount of effort brings maximum results. A shell is like a free-turning wheel; once spun, it requires only an occasional push to keep it going.

Like the boat, the rowers sometimes need a push to keep them going. An athlete's body can keep going long after his mind has told him he is too tired to continue. Part of the coxswain's job is to find a way to keep each rower working long after the mind has decided to quit. The trick is to somehow trigger the mind so it will forget how tired it is.

A tie so close existed between Lyons



Lyons spends almost as much time in the workout room as on the water.

and his coxswain that they could communicate during a race with just a look, but occasionally Lyons would need something more. "With Danny, there are two keys to push him past his limit. One, he doesn't like to lose. To him, second place is as good as last. Also, Danny has this complex about being too thin," Griffith said.

"During the 1980 nationals, we were racing in fifth place with only 500 meters left. I looked at Danny with my most evil eye and told him to get his bony legs down and start stroking. His ears turned red and veins popped up on his neck. I swear, I could see steam rising out of him, he was so mad. It did the trick. Danny started pulling. The whole team could tell he was really honking. When Dan PULLED, the whole team pulled. We won that race."

As if to explain all of his success, Lyons said, "I pull hard. I put everything I have into each and every stroke. I used to believe that the more you hurt yourself and the more pain you felt, the more you were gaining. I have since discovered this is not true. I finally learned how to row, combining strength with finesse and technique."

For all the modern training equipment and new techniques, a team's success still lies in its ability to drive itself to the outermost limits. In the last 500 meters of a 2,000-meter race, the team with the most guts is the one that wins.

Over an average 2,000-meter course, the race lasts for only six minutes. According to Lyons, those six minutes of strenuous output equate to playing three football games back to back—three games of an individual playing offense *and* defense with no time outs or pauses between plays.

Men and women who crew will push themselves beyond their physical limits. They push to the last stroke of the race, then fall over the side of the boat having drained every last bit of energy from their bodies.

Because crew is a sport that uses every body muscle, the athletes must give every bit of themselves during training to be in racing condition.

Competing at a world-class level, Lyons knows the demands that rowing makes on his time and on his body. "Most rowers tend to become so involved in the sport that it consumes their lives," he said. "I'm not just a rower. The Navy has helped me to keep everything in prospective."

Assigned to Philadelphia Naval Shipyard, Lyons has served aboard USS *Suribachi* (AE 21) and USS *Patterson* (FF 1061).

"Because of the amount of time an athlete such as Lt. Lyons must spend training, it is difficult for him to give 100 percent to the Navy. Yet, he is an outstanding officer. Lt. Lyons gives his all in everything he does," said Capt. W. A. Kerr, commanding officer of the shipyard. A former U.S. Naval Academy crew member himself, Kerr said he is very supportive of Lyons' crewing career.

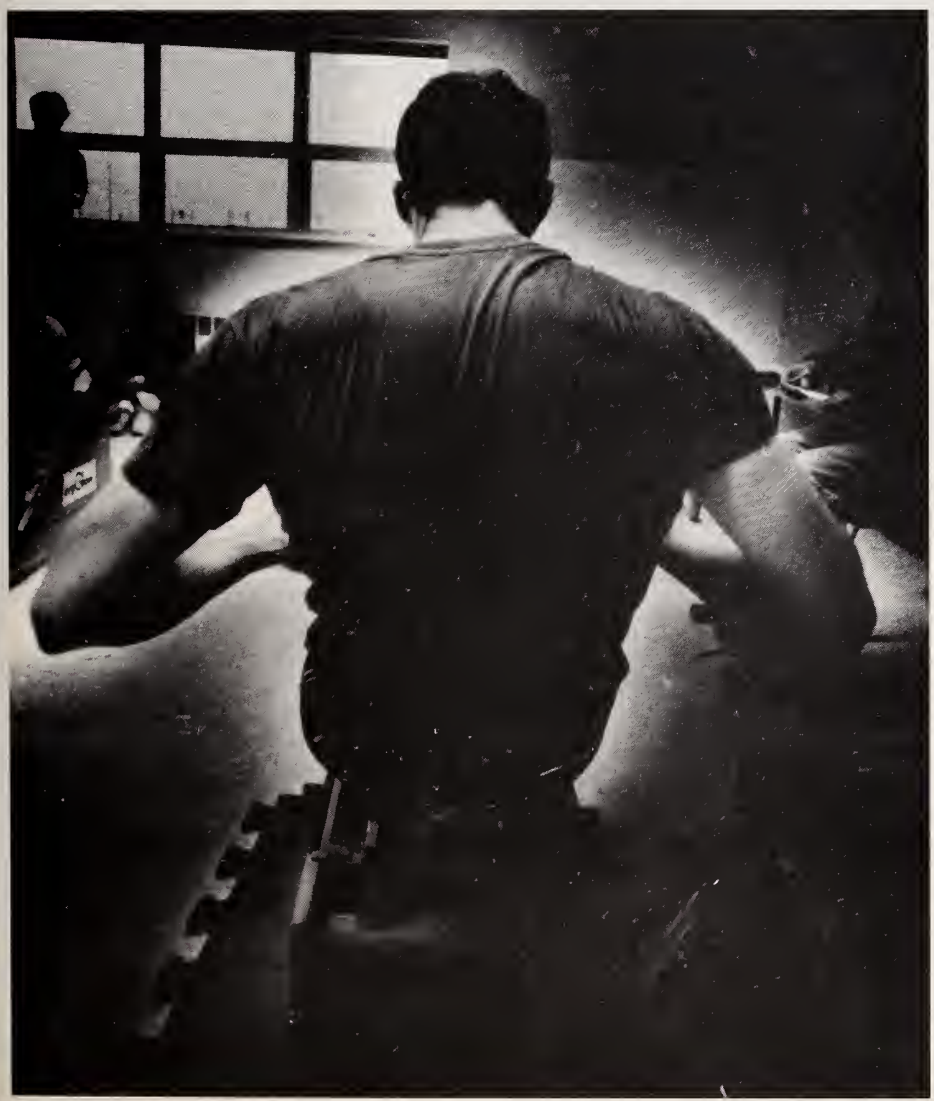
Seoul, Korea, and the 1988 Olympics are a long way off. Lyons is torn between two desires: to get on with his life and his competitive drive.

"I never want to be somebody who says 'what if,' " he said. "In 1984, I had no doubts that I wanted to row, but in '88 I will be 30. What the hell will I be doing still rowing? I have to start thinking about the rest of my life.

"The temptation is to keep going. Once you are at a world-class level and have







tasted that rarefied atmosphere, it's almost impossible to give it up. It feels too good."

No matter how hard he tries, Lyons cannot continue at the pace he has set for himself. "The first thing to go is my creativity and imagination. I'm so tired all the time, I go through the day on auto pilot. I feel like an old man, and I resent that. But at the same time it's what I want to do."

Shaking his head in disbelief, Lyons said, "I have reached a point where I really want to expand my mind. I have an opportunity to attend Cambridge University in England, something I want to do. I want to concentrate my energy towards learning." Lyons hopes to enter the university on his scholastics; if not he can fall back on his rowing. The university is recruiting for its rowing team from around the world.

"It's ironic. I think I may want to put rowing behind me and move on to new challenges, but to go for those new challenges, I might have to row.

"I will have to commit all of myself again if I decide to keep rowing. If I do row, 1987 and '88 will be hard years. But maybe it's worth it.

"The camaraderie and shared trials, like plebe summer, is an intense time with a select group of individuals that will be my friends forever.

"The Olympics are the one opportunity to rise above the rest of the world. You strive to become the best you can be and you reach for an opportunity that will stay with you for the rest of your life." □

—Story and photos by JO2 Lynn Jenkins



Bearings

ROA scholarships

At least 90 undergraduate scholarships and 10 graduate fellowships, each worth up to $500, will be awarded for the 1986–87 school year to members of the Reserve Officers Association of the United States or the Reserve Officers Association Ladies' Clubs, their children or grandchildren.

Applications for the 1986–87 academic year may be obtained by writing: ROA Scholarships, 1 Constitution Ave., N.E., Washington, D.C. 20002, or by calling 202-479-2200. Completed applications must reach the committee no later than April 1, 1986.

Undergraduate applicants must be attending, or have been accepted for full-time undergraduate studies at an accredited four-year college or university. Scholarship applications for community college work will not be considered. Only Reserve Officers Association members are eligible for graduate fellowships.

The program, which began in 1982, is named the Henry J. Reilly Memorial Scholarship Program in honor of the late Army Reserve brigadier general who was the first president of the association, from 1922 to 1923. This is the fifth year the scholarships have been awarded and the second year graduate fellowships have been given. ■

Naval special warfare center at Coronado

A naval special warfare center has been established at the Naval Amphibious Base, Coronado, Calif. The new center will increase the number of courses provided by the amphibious school in support of the Navy's Sea-Air-Land teams.

Naval special warfare strategic concepts, tactics and operational techniques will be taught at the center. These will include a variety of advanced training courses, a direct liaison with fleet and joint staffs, and an increased number of basic SEAL training classes.

The center will provide the principal authority for special warfare tactical development and advice to the chief of naval operations on naval special warfare doctrine.

The number of advanced special warfare courses will increase with the introduction of the new SEAL weapons system and SEAL support system hardware. Training in the operation and maintenance of naval special warfare combatant craft is also offered and will be expanded to accommodate new craft entering the service. ■

VA loan rates down

The Veterans Administration has reduced its maximum home loan interest rate from 11 percent to 10½ percent.

This is the lowest rate in six years, and the reduction is a sign of continued improvement in the mortgage market, according to Harry N. Walters, VA administrator.

Many veterans who now have VA home loans with higher interest rates may be able to refinance their loans at the lower rate. Those who still reside in their VA-financed homes and who wish to refinance should contact local mortgage lenders for details.

There were five decreases in VA home loan rates in 1985. The last change was in November when the rate dropped from 11½ to 11 percent.

The maximum rates for graduated payment mortgages will drop to 10¾ percent, and home improvement loans will fall to 12 percent, a ½ percentage point reduction. Rates for manufactured homes will also decrease. ■

'Operation Coinbox' and UNITAS

USS *Stump* (DD 978) crewmen recently put their money where their hearts were when they raised $1,000 to help rebuild a school compound in Valparaiso, Chile.

Four UNITAS XXVI ships—USS *Claude V. Ricketts* (DDG 5), USS *Saginaw* (LST 1188), USS *Joseph Hewes* (FF 1078) and Commander South Atlantic Force flagship *Stump*—raised nearly $1,400 to help repair three school buildings that had been badly damaged in a recent earthquake.



Photo by PH3 Thomas G. Daily

Lt. Eric Reed, a top vote-getter for "Mess-Cook of the Day," enjoys his time in the deep sink.

Through "Operation Coinbox," the UNITAS ships' crewmembers returning from liberty donated their pocket change and leftover pesos to the roofing fund.

To supplement their coinbox collection, *Stump* sailors held pizza sales on the ship's messdecks, sponsored bingo games, and had a "Mess Cook of the Day" contest. Mess cook winners, chosen at a dollar a vote, included officers and crew, who manned the serving line, cleaned tables, and washed dishes for a day.

"The crew's actions exemplify what the community relations program is all about—helping those who need our help, whoever and wherever they are," said Cmdr. Joseph Perrotta Jr., *Stump* commanding officer. ■

Ainsworth to the rescue

A raging brush fire on a nearby hillside greeted the crew of USS *Ainsworth* (FF 1090) when they visited Dubrovnik, Yugoslavia, recently.

The fire apparently started at about 5 a.m. when powerlines were downed by 55-knot winds. Nearly 125 off-duty crew members fought the fire, using pumps and hoses from the ship. There were no injuries to local residents or *Ainsworth* sailors, and the fire was out by noon.

Although the crew and local residents spoke no common language, all turned to the job at hand. The Yugoslavians expressed their gratitude by presenting the sailors with bottles of homemade wine and plum brandy.

When the ship left Dubrovnik, it received the following message from Vice Adm. Frank B. Kelso II, Commander, U.S. 6th Fleet: "Your quick professional response to help fight a fire on mountain ridges near the pier area is noted with pleasure. Well Done."

Ainsworth is a unit of Destroyer Squadron 10. ■



Reid tackles jungle

When USS *Reid* (FFG 30) sailors were asked to help the Hilton House for Crippled Children in Suva, Fiji, during a recent port visit, no one said it would be easy. The home for more than 20 severely handicapped children had been fighting a losing battle against the thick tropical forest for years.

"It grows so fast, you just can't keep up with it," said the Mother Superior of the home.

Winning the fight meant backbreaking work with sugar cane knives, shovels, rakes, hoses and a fire ax—not the usual bag of tools for a sailor. But *Reid* crewmen became experts with their sugar cane knives, wading into shoulder-high vegetation, cutting a wide path with one hand and swatting ravenous insects with the other. The heat joined the side of the jungle as the thermometer soared into the 90s; backs began to ache and blisters formed.

As one squad hacked away at the undergrowth, another squad picked up paint brushes, ladders, hammers and nails to refurbish a play area. Children maneuvered their wheel chairs onto the balcony overlooking the play area to giggle, wave and smile encouragement to the sailors.

A stream, used to divert the torrential rains from the home, was clogged with boulders, trash and rotting vegetation, causing the yard to erode. Fire Controlman 3rd Class Bill Kisiah and Operations Specialist 1st Class (SW) Larry Wheaton tackled the hip-deep problem.

"There's over three cubic yards of stuff down there," Kisiah said as he cut and lugged the mess away.

After five hours, the work was complete. The children gathered around the sailors, and discomfort from the sore backs, aching muscles and bulging blisters was suddenly gone. As small hands shook large ones, as a four-year-old who can't speak, hear or walk, smiled at the sailors, there was victory. The score at the end of the day: *Reid*, 1—jungle, 0. ■

—Story by Lt.j.g. Robert D. Seligman
USS Reid *(FFG 30)*

Pay, benefits intact for '86

Special Presidential exemption is keeping military pay, benefits and entitlements intact for 1986, despite cuts forced on the defense budget by the Gramm-Rudman-Hollings Budget Reduction Act, according to Chapman B. Cox, assistant secretary of defense for force management and personnel.

The goal of the Gramm-Rudman Act is to eliminate the federal budget deficit by 1991. To achieve this, the act requires major cuts in government spending for the next five years. The act, passed into law late last year, is slated to go into effect this spring. Exercising certain options available to him under the act, President Ronald Reagan is holding off any military pay freezes, substantial reductions in manning levels, and changes in special allowances for the remainder of this fiscal year.

But certain military personnel accounts aren't going unscathed; they will lose $234 million out of $74 billion currently allotted, according to Cox.

"...Three tenths of one percent of military (personnel) accounts, that's all that's going to be reduced (for fiscal year 1986). Since military (pay and benefits) are exempt, other areas of the defense budget will absorb the loss."

That $234 million savings will have to come from three areas: permanent change of station funds; an early release program; and reserve training.

"We can take... small cuts (in these areas) without a substantial risk of damaging the quality or quantity of the force," said Cox, "(and) keeping that quality and quantity is the Secretary's (Secretary of Defense Caspar Weinberger) first priority."

Voluntary tour extensions overseas and in the U.S. will save $87 million of the $2 billion PCS fund. "Our main objective... is to try to do it without any involuntary extensions," said Cox. "We're going to try to develop some incentives—(such as) ways to get people home to see (their) families—(to get) people to stay longer. Other (incentives)... are under study,... and we're just going to examine as many of them as we can and see how many we can use."

"We can take... small cuts... without a substantial risk of damaging the quality or quantity of the force."

About 15,000 military individuals will be able to take part in the early release program, which will save $92 million, according to Cox. People in non-critical skill areas will be able to leave the service one to two months early, and since the reduction must be achieved by the end of this fiscal year—Sept. 30—the program should begin by spring. "These are people (who) are already programmed to leave. They're just leaving early," Cox said.

Reserve training is the third area slated to take a cut. Last year, the reserve fund was $814 million; this year it is more than $1 billion. "Of (a) nearly $200 million increase," Cox said, "we think that we can stand to give $55 million of it back without really damaging the quality or the quantity of our force."

If the President had not used the Gramm-Rudman Act's one-time exemption clause to protect military personnel accounts, the services would have had to reduce their forces by 280,000 by the end of the fiscal year, according to Cox.

"We would have had no other choice," Cox said. "So much of the military personnel account is what we call entitlements,... something we (don't) have any discretion over. (If a person)... is a certain rank, has a certain number of dependents, has certain schooling,... then the law says (he or she) is entitled to that pay or that special allowance or that bonus."

With those entitlements set by law, only a reduction in military force would have reduced spending enough to comply with the Gramm-Rudman Act.

Department of Defense civilian personnel accounts did not fare as well as military personnel accounts. They are not exempted under the Gramm-Rudman Act clause.

"We don't know exactly what the impact is going to be on the civilian work force," Cox said. "Our objective is to treat everyone humanely and try to avoid reductions in force. If there are cuts and savings that have to be achieved in the (civilian) personnel accounts, we can do it by hiring freezes and things like that."

But what about fiscal year 1987?

Cox said the President's budget, which had not yet been presented to Congress, meets requirements of the Gramm-Rudman Act for fiscal year 1987. "There will not be a deficit greater than the trigger, and the only way that (the Gramm-Rudman Act reductions) will be triggered is if Congress appropriates more money than the President's asked for."

If the act is triggered next year—if military spending is not reduced enough to meet the requirements of the act—the military services will have to reduce their numbers to bring spending within compliance of the new law.

Mail Buoy

Antarctica

I read with great interest your article "Life in Antarctica" in the July issue. At the time I read the article, I anticipated some mention of Dr. Harry E. Eisberg, (Capt. USN retired). Dr. Eisberg spent many of his early years in the Navy in Antarctica and wrote a book on cold weather medicine. There is also a headland named for him. He is retired and living in Portsmouth, Va.—Mrs. Shelby B. Stevens, Chesapeake, Va.

Rights and Benefits

I am aware that a reprint of a special issue of *All Hands* (August/September 1980) on Navy Rights and Benefits was available for individual purchase.

I am writing to you to find out whether any other more current (1984 or 1985) editions were published. I am very interested in purchasing a reprint of a 1984 or 1985 edition of *All Hands*/ Navy Rights and Benefits if it exists.—Vernon De Boer, San Diego.

• All Hands *will begin running regular Rights & Benefits features in the March issue. Plans are to cover 16 R & B topics, one each issue, through July 1987 and then start the cycle again, with revised information.*—Ed.

Destroyermen

Congratulations on your October issue of *All Hands*. As a destroyerman just returned from working with the Coast Guard, I found both articles accurate and well presented. It is plain to see that *All Hands* is, like the Destroyer Navy, getting better all the time.—Cmdr. Thomas F. Marfiak, commanding officer, USS *Doyle* (FFG 39)

Liberty in Madagascar

The visit of USS *Jason* (AR 8) to Majunga, Madagascar (*All Hands,* October 1985) was in stark contrast to that of the USS *Constitution* ("Old Ironsides") to the same port in 1844. When she arrived on November 1 of that year, it was to find that trade with America was carried on exclusively by two brigs from Salem, Mass.

One of the lasting memories of the visit was the sight of a series of pointed poles standing in a row on a sand spit, one of which had the remains of a human head on it. The Americans soon learned that the local populace regularly was reminded that thievery was considered a heinous crime by placing the heads of those so convicted on public display. (Two American Midshipmen, true to their ilk, are said to have smuggled two other skulls from the display on board their ship as exotic souvenirs.)

The USS *Jason* sailors seem to have behaved themselves in a much more commendable manner than did their shipmates of yore, for of twenty-nine men permitted liberty in Majunga on November 3, 1844, seventeen returned drunk at sunset and the remainder went "over the hill". No man to be trifled with, *Constitution*'s Captain, John "Mad Jack" Percival, stormed ashore the next morning with a party of junior officers and reliable seamen. It didn't take them long to locate the miscreants, and after a "small fight," all were returned to the frigate where each received the attention of a boatswain's mate with his cat-o'-nine-tails: twelve lashes.

On November 7, 1844, *Constitution* departed Majunga for other out-of-the-way ports, including a call at the port we know today as Danang, Vietnam, where she had a most interesting adventure. But that's another story.—Cmdr. Tyrone G. Martin, retired, 58th Commander USS *Constitution*, Cohasset, Mass.

Reunions

• **"Banana Fleet Marines"**—Planning a reunion. Contact Hank Thalgott, Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.

• **USS Shannon (DM 25)**—Planning a reunion for crew members from World War II. Contact Robert J. Martin, 7008 Cresthaven Dr., Glen Burnie, Md. 21061; telephone (301) 761-4625.

• **South China Patrol Association (USS Ashville, USS Sacramento, USS Tulsa and others)**—Reunion May 1986. Contact Eugene Mayer, 29 Washington Square N., Box 3064, Salem, Mass. 01970-3064.

• **VPB-26 Black Cat Squadron**—Reunion May 6–11, 1986, Pensacola, Fla. Contact W.L. Williams, Route 11, Box 287, Milton, Fla. 32570; telephone (904) 623-5740.

• **LST 808**—Reunion May 13–18, 1986, St. Louis, for crew members from World War II. Contact Bob Moors, 8723 Dallas St., La Mesa, Calif. 92041.

• **USS Lexington (CV 2)**—Reunion May 14–17, 1986, Sacramento, Calif. Contact Walt Kastner, 466 Ivy Glen Dr., Mira Loma, Calif. 91752.

• **USS Ticonderoga (CV-CVA-CVS 14), (CG 47)**—Reunion May 15–18, 1986, Philadelphia. Contact John Sweatlock, 18418 Orangecrest Court, Lehigh Acres, Fla. 33936.

• **LST 398 of LST Flotilla 5, Pacific Theatre World War II**—Reunion May 16–18, 1986, Middleburg Heights, Ohio. Contact Robert E. Vellam, 16245 Heather Lane, Middleburg Heights, Ohio 44130.

• **VPB-52 Black Cat Squadron**—Reunion May 16–18, 1986, Orlando, Fla. Contact Saul Frishberg, 1021 Jeffrey Dr., Southampton, Pa. 18966; telephone (215) 357-6829.

• **USS Blackhawk (AD 9)**—10th annual reunion May 27–June 1, 1986, Las Vegas, Nev. Contact G.H. Mason, 5112 21st St., N.E., Puyallup, Wash. 98372; telephone (206) 863-8666.

• **Mine, bomb and explosive ordnance disposal**—Reunion June 27–29, 1986, San Diego. Contact K.R. Morgan, 3340 Del Sol Blvd. #229, San Diego, Calif. 92154; telephone (619) 690-0407.

• **USS Iowa Veterans Association**—Reunion June 27–28, 1986, Portland, Ore. Contact John Larsen, Route 1, Box 225, Underwood, Iowa 51576-9766; telephone (712) 566-2041.

• **USS William Seiverling (DE 441)**—Reunion July 25–26, 1986, Newport, R.I. Contact Clifford J. Myers, 53 Old Fort Road, Newport, R.I. 02840; telephone (401) 847-8972.

• **115 Naval Construction Battalion veterans**—17th annual reunion July 31–Aug. 3, 1986, Stroudsburg, Pa. Contact Edward C. Plummer, 5023 East Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **Mine Squadron 10 Association**—Reunion July 11–13, 1986, Charleston, S.C. Contact Kenneth R. Cook, 63 Fort Royal Dr., Charleston, S.C. 29407; telephone (803) 556-8102.

• **USS Ingersoll (DDG 52)**—Reunion August 1986, Providence, R.I. Contact Richard J. Murphy, 10215 Ranger Road, Fairfax, Va. 22030; telephone (703) 273-3289.

• **32nd Division National Veterans Association**—Reunion August 28–31, 1986, Janesville, Wis. Contact E.J. Sartell Jr., 1716 Sousa Court, Janesville, Wis. 53545.

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DISTRIBUTION: *All Hands* is distributed to all Navy activities on the Standard Navy Distribution List on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities.

PERSONAL COPIES: *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402.

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Six-year-old Scott Cunningham from Eight Mile, Ala., the 1986 March of Dimes Poster Child, visits with CNO Admiral James D. Watkins.



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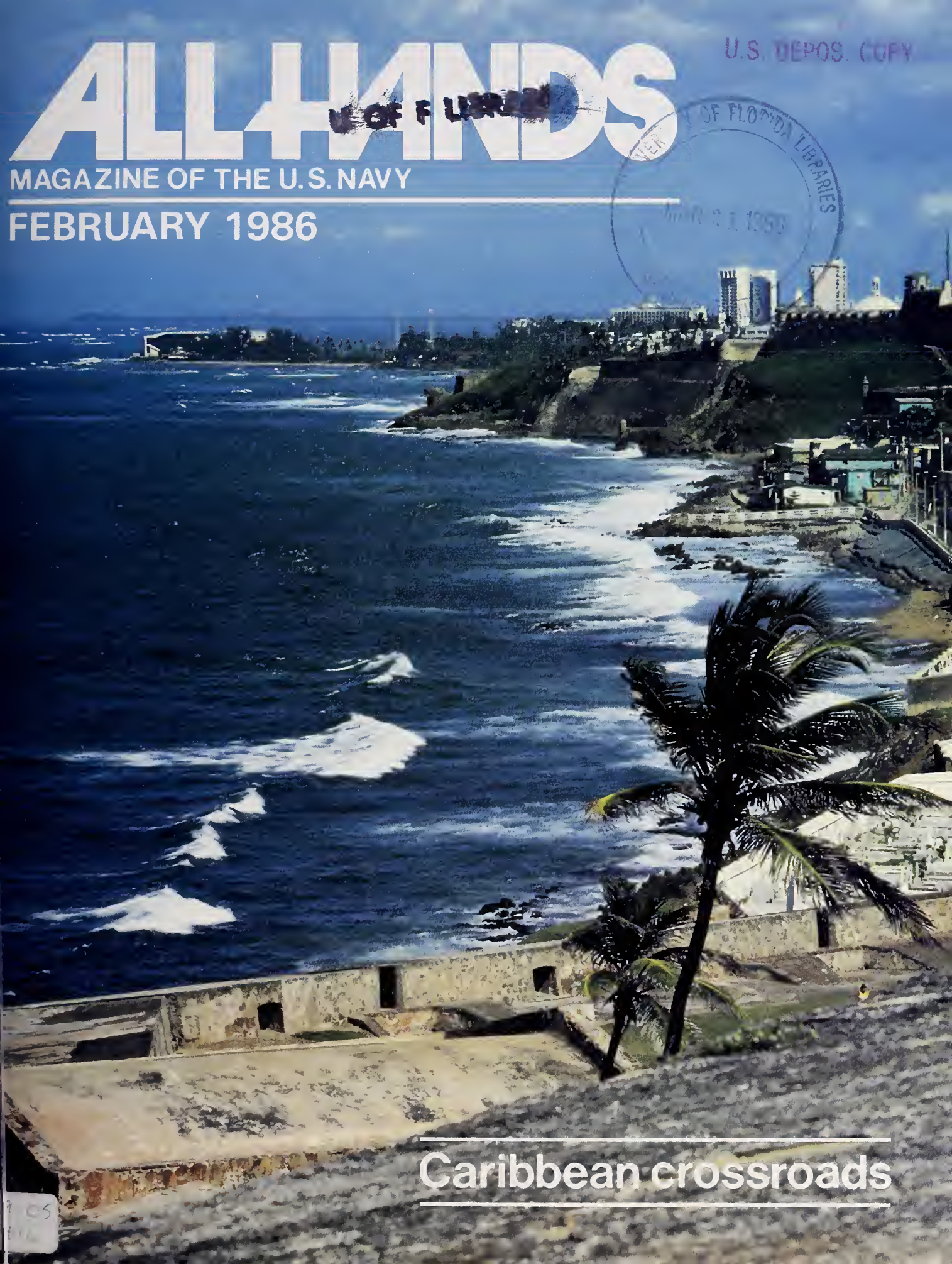
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Caribbean crossroads

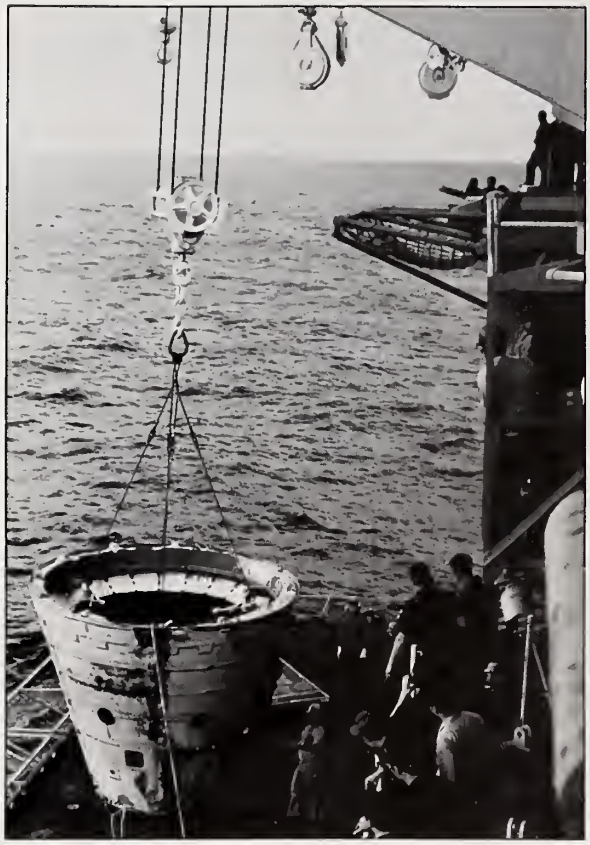


Photo by PH2 Dave Marsh

Guam recovers Challenger SRB

USS *Guam* (LPH 9), sailing 135 miles off the coast of Georgia Feb.1, recovered the nose cone of one of the solid fuel rocket boosters from the space shuttle *Challenger*. The cone had been found by Navy P-3 *Orion*s and kept under constant surveilliance by USS *Dewey* (DDG 45).

Guam's crew used two search and rescue boats to retrieve the drifting piece. The first boat pulled the nose cone alongside *Guam*. Then the line being used to pull the nose cone parted. The cone drifted approximately 1,000 yards astern before *Guam* could get the second boat in the water. The second boat retrieved the wreckage and positioned it alongside *Guam*.

To hoist the nose cone aboard *Guam*, the ship's crane hooked onto the cone. It was then lifted successfully onto the aircraft elevator aboard the ship. USS *Guam* was set to return the nose cone to Cape Canaveral.

—*JOSA Bob Murphy,* Guam *Public Affairs Office.*



Photo by PH3 Thomas E. Butt

ALL HANDS

MAGAZINE OF THE U.S. NAVY
FEBRUARY 1986—NUMBER 827
63rd YEAR OF PUBLICATION

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All Hands is published monthly from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulations P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing of this publication have been approved by the Navy Publications and Printing Policy Committee. Articles, letters and address changes may be forwarded to the Editor, *All Hands*, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200 Phone (202) 325-0495; AUTOVON 221-0495; Message: NAVINRELACT WASHINGTON DC

Covers

Front: View of Puerto Rico's San Juan coastline from historic El Morro. See page 18. Photo by JOC Glenna Houston.
Back: Warships from many nations pass through Roosevelt Roads during UNITAS maneuvers. See page 18. Photo by JOC Glenna Houston.



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The HEAT is on



For Chief Warrant Officer 4 Leonard Rizzuto, July 29, 1967, seems like yesterday. On that fateful day aboard the USS *Forrestal* (CV 59), he was a 22-year-old aviation boatswain's mate second class. He was in hangar bay three, on the business end of a fire hose, trying like hell to put out the fire. When the smoke got too bad, the others on Rizzuto's hose decided they should be somewhere else, and left him there to fight the fire alone.

Rizzuto curled up the hose and sat on it so he could control the beast and resumed his fight with the fire.

Today, nearly two decades later, Rizzuto is the director of aircraft firefighting at the Fleet Training Center's Firefighting School in Norfolk, Va. It is the Navy's largest firefighting school, training more than 30,000 students every year.

"The idea is to teach the students that they *can* fight fires—that they *don't* have to run and hide," Rizzuto said. "We do that by developing a little confidence and showing them that the firefighting equipment works as advertised."

There are four courses taught at the school: a two-day general shipboard firefighting course, a two-day aircraft firefighting course, a one-day team evaluation, and a one-day helicopter team evaluation. The two-day general shipboard firefighting course is the one most students usually attend.

After spending the first morning in the classroom learning about the firefighting equipment, students in the general firefighting course (E-1 through O-6) practice their newly acquired skills in the field. Several different structures are used to









Firefighting students practice their skills in a controlled environment, fighting real fires.







Left: A firefighting student gets an unexpected shower when a hose team attempts to cool down a hot "bomb."

simulate fires involving ship interiors, aircraft, weapons, etc.

Students are dressed in protective gear, and proper procedure is rehearsed by the instructor before any fires are actually fought. Safety is paramount. Throughout the afternoon and all of the next day, the students get a chance to put out several fires, using different techniques and equipment.

"This is a functional school. Students don't leave here as professional firefighters," said Master Chief Boatswain's Mate William Patterson, the senior instructor at the school. Students do become familiar with basic firefighting equipment. "You can't put out a fire if you don't know how to use the equipment."

Every class is shown "Trial by Fire," a movie about the *Forrestal* fire. "It's an impact film," Patterson said. "A lot of lives were lost in that fire. You can't dwell on it, but you can't forget it either. You have to learn by your mistakes." According to Patterson, "Nobody ever says 'I didn't learn anything' after the end of the second day here."

By the end of the training, the students are exhausted. Battling fires is not easy work, or comfortable. The smoke is everywhere and the heat from the fire drains the strength from you. But this is not the end of the training.

"When they get back to their ships, they still have to drill," Rizzuto said. And considering that the life you save may be your own, that isn't such a bad idea. □

—Story and photos by PH1 Perry E. Thorsvik

Singapore: City of harmony

Story and photos by PH2 Alexander C. Hicks Jr.







Crew members of the 7th Fleet ship USS *Peleliu* (LHA 5) discovered a fascinating blend of cultures and heritages on a recent port visit to Singapore, the capital of the country Singapore.

The population in the "Lion City" is 75 percent Chinese, 15 percent Malay, and the remaining 2.5 million people are predominantly European or Indian.

Some *Peleliu* sailors and Marines went on organized tours to see the National Museum with its pictorial history of Singapore; the botanical Gardens, which contain large collections of tropical and subtropical plants; and Mount Faber, for its view of the city and harbor.

Other sailors found the best way to see the city was to travel by bus, with a city map and tourist guidebook.

Above: Peleliu crewmen "man the rail." Right: Busses provide the best transportation in the "Lion City." Center right: Part of Singapore's skyline.

One of the more popular stops was Orchard Street, a large indoor shopping mall with movie houses, novelty shops and restaurants that specialized in everything from exotic cuisine to plain hamburgers. "The shopping is fantastic here," said Operations Specialist 2nd Class Stephen Austin. "I picked up several unusual pieces of jewelry that I have not seen outside of Singapore. The merchants are very helpful, but I had to bargain to get a price I knew was fair."

Austin said the food and atmosphere in the restaurants made the trip worthwhile. "I had never tasted such foods. Dishes like prawns in bean sauce are delicious."

After dark, Bugis Street provided entertainment. "I had a great time on Bugis Street," said Airman Steven Mitchell. "It was a good place to kick back and relax. There are a lot of sidewalk restaurants and open lounges, and the merchants went out of their way to make sure I at least sampled their foods. The beer is a little expensive, but it's worth the price because entertainers come around and put on free shows."

Singapore is a very clean city, accord-



Left: Not all of Singapore is modern. These buildings serve as work place and home for some fishermen. Below: The city's "Chinatown," a great place to sightsee. Bottom: A Peleliu sailor with a new friend—and some picture taking.







ing to Austin. "Litter is just not there. The people make an effort to keep their city immaculately clean. That impressed me very much." Fines for litterers can go up to $250.

In the city's Chinatown area, shop merchants greeted sailors and Marines, inviting them to take pictures of their small shops and homes.

"Everyone feels comfortable in Singapore," said Austin. "There are so many different people living here in harmony, no one feels out of place." □

Hicks is assigned to 7th Fleet PA Rep., Subic Bay, R.P.

Wondering

What if?

It's 9:15 a.m., and red double-decker buses roar along London's bustling Oxford Street shopping district. In an unobtrusive brick building on a quiet side street, Cmdr. Mike Garrick is in the first hours of a 12-hour shift as command duty officer for Commander in Chief, U.S. Naval Forces Europe. The phone is ringing.

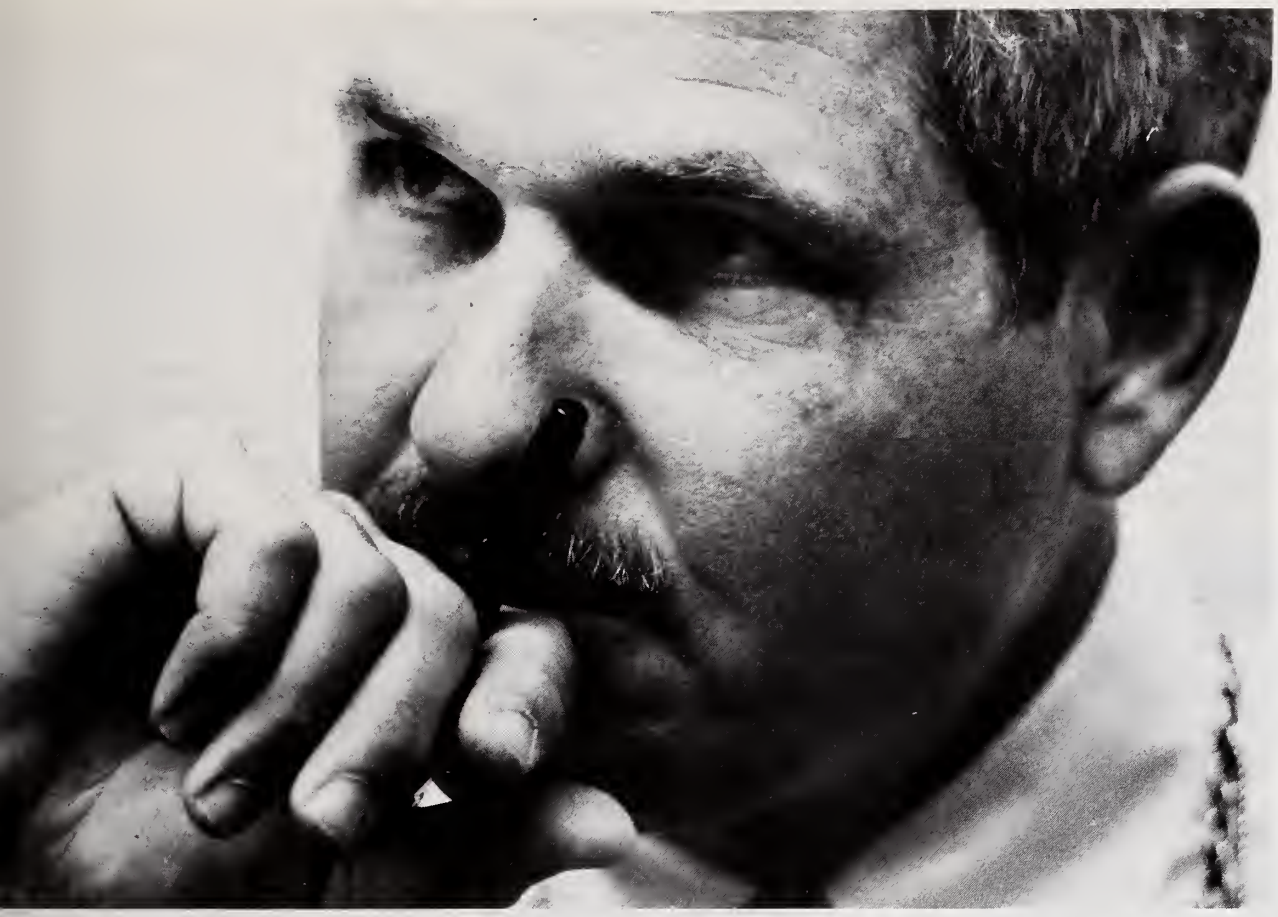


Photo by PH1 Bill Simms

The caller reports that a tall man with shaggy blonde hair, dressed in a green zip-up jacket and blue jeans, told Marine guards at the U.S. embassy that he was going to blow them up. Although the embassy is out of Garrick's realm of responsibility as CDO, it's only a few hundred feet away. He starts making phone calls. The threat might be a hoax, but he informs key people in his chain of command just in case they see the embassy being evacuated.

"One of the things you worry about most is whether you have told everyone who needs to know about something," says an unhappy Garrick. He has enough things on his mind without some extremist complicating matters.

As a command duty officer at CinCUSNavEur headquarters, Garrick represents a four-star admiral who is responsible for Navy ships, aircraft, and sailors in and around Europe. Major commands under CinCUSNavEur control include the U.S. 6th fleet, Fleet Air Mediterranean and U.S. Naval Activities, United Kingdom. The 6th Fleet, with an average of 30 ships, 100 aircraft and 20,000



Cmdr. Mike Garrick, standing CinCUSNavEur headquarter's Command Duty Officer watch, ponders a question.

men and women, is the largest unit under CinCUSNavEur command. Its operating area in the Mediterranean Sea puts many units in the troubled waters around the Middle East, where incidents can escalate rapidly into page one stories. Contingency planning is a way of life in the command center.

"Every time there is a hiccup in the 'Med' (Mediterranean), we get involved," says Garrick. "'What if?' is always the big question."

Since 1970, CinCUSNavEur has responded to a broad range of situations including the Arab-Israeli War in 1973, the Iranian hostage crisis in 1980, and U.S. peacekeeping initiatives in Lebanon and the eastern Mediterranean between 1981 and 1985. Most recently, 6th Fleet aircraft operating from USS *Saratoga* (CV60) intercepted fleeing terrorists following the hijacking of the Italian cruise ship *Achille Lauro*.

Garrick was on watch in 1983 when a navy pilot was killed and Lt. Robert Goodman was captured after being shot down while bombing gun emplacements in Lebanon.

"By no means was my day as bad as Goodman's, but it was one of the worst days of my life," recalls Garrick. "I had two admirals on either side of me and (several) captains standing behind me." He says the intensity level was so great that by the time he got off watch he felt as if he had been beaten with a stick.

The command duty officer and his immediate staff of four enlisted people work in an isolated booth which offers a bird's-eye view of the plotting board in the command center's war room. Beeps, chirps and tones from eight telephones and a variety of military communication equipment signal the direct links with major commands in Europe and the United States. A small wooden plaque on a wall reads: *If you can keep a cool head in these times, perhaps you don't understand the situation.*

A lot of decision-making responsibilities come with the job of CDO. It takes initiative and an understanding of the Navy's organization in Europe to get the job done. It also requires an ability to adhere to established procedures.

"There are a lot of things that have to be done by the numbers," Garrick says. "If you don't (follow procedures), within

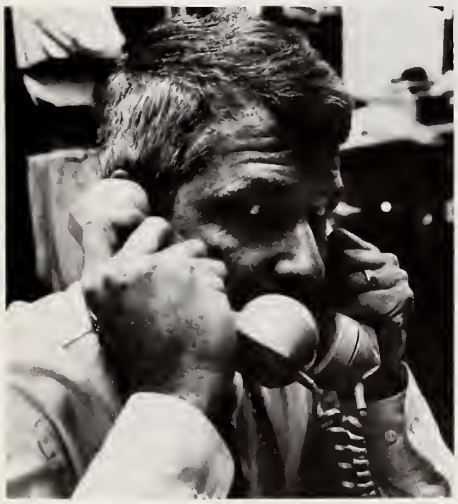
24 hours you're going to be called in on the carpet."

In addition to being the nerve center for naval operations in Europe, the fleet command center at CinCUSNavEur headquarters is one of four command and control centers in Europe, and a major link in the strategic chain of communication between U.S. military forces in Europe and the stateside command structure.

The command center is tested regularly on crisis procedures by the U.S. European Command. The tests come in the form of top-priority messages covering a variety of scenarios. Providing error-free responses to these messages is a CDO's top priority.

"If you make a mistake, you fail (the test)," says Garrick. "They (the inspector general) require zero defects. If you screw up, you're going to read about it and you are definitely going to hear about it."

Command center responsibilities aren't limited to processing crisis messages. As a link in the communications chain, thousands of pieces of information pour into the command center every day. There they are fused together, streamlined and passed on to the next link in the chain. One commander compared it to trying to thread a sewing needle with knitting yarn.











The CinCUSNavEur command center is filled with computers and communications equipment, along with the sailors who use these tools and interpret the information supplied by them.

Garrick says a CDO screens about 600 messages each duty day and uses every means available to monitor events that could affect Navy and other U.S. military operations in and around Europe. They even use the news media to get information from hostile areas where there are no government resources.

"All of a sudden you get a phone call at one o'clock in the morning saying that a bomb has gone off somewhere. (You ask yourself) 'Are Navy people involved? How many?', etc. When you call a four-star (admiral) at two in the morning, you have to anticipate his questions and have the answers," Garrick says.

Garrick, a 39-year-old aviator with about 3,500 flight hours in his log, came to CinCUSNavEur headquarters two and a half years ago after a tour with an anti-submarine warfare patrol squadron. Without any specialized training, he left the familiarity of Navy aircraft for an assignment in which security is so critical he can rarely talk to his wife about his "day at the office." According to Garrick, most of his co-workers at the command center also came into the job "cold."

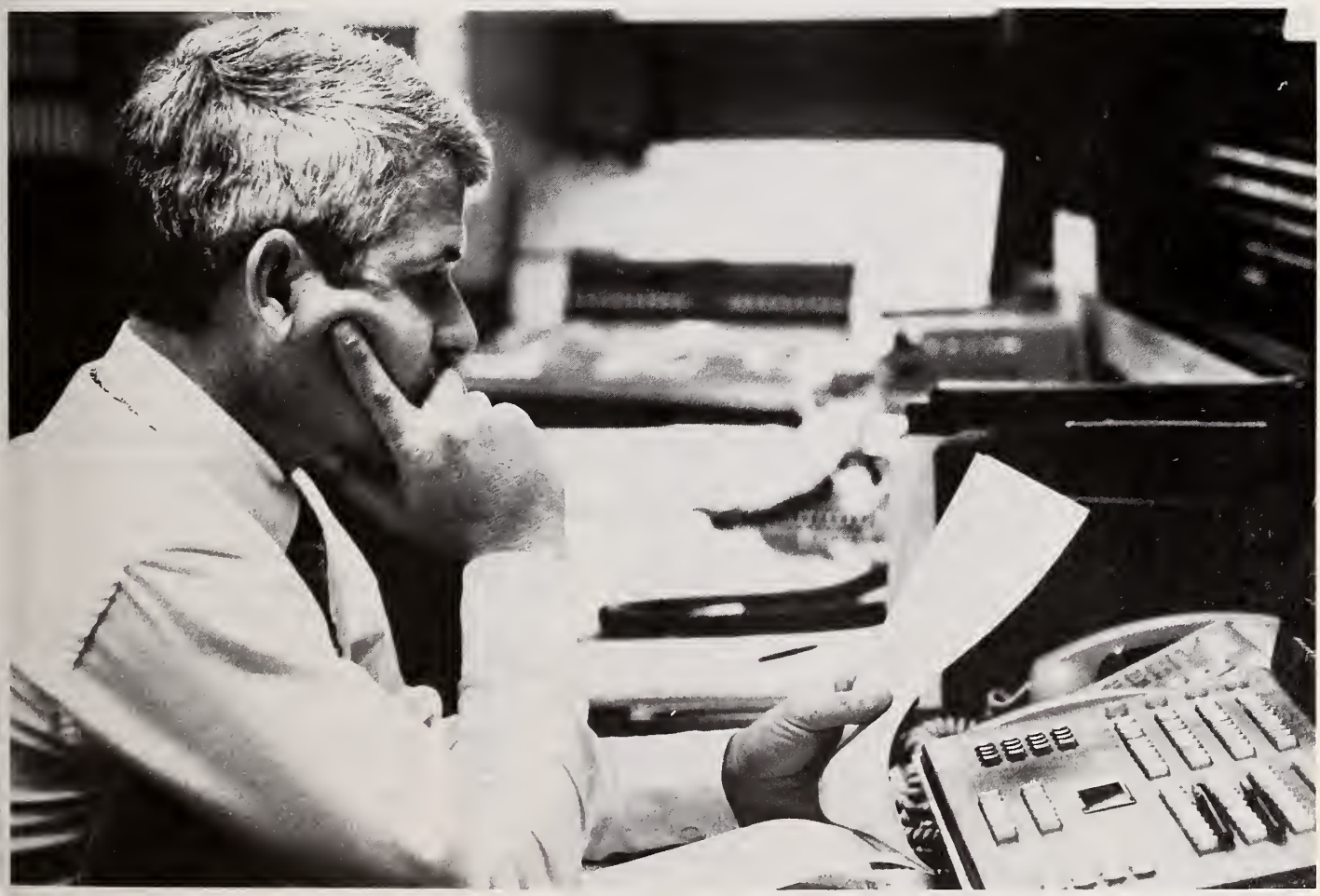
Garrick says the Navy doesn't have a command center training school because there is no way to train people for many of the things they will face in the job. The enlisted people and officers working in the CinCUSNavEur command center come from a variety of ratings and communities. In Garrick's eyes, a broad mix of backgrounds is an asset in a command center.

"A lot of times we complement each other with the collective knowledge from different areas," he says. "During our operations off the coast of Beirut in '83 I had a chief boatswain's mate respond directly to a brigadier general concerning the loading configuration for an LST (tank landing ship). The chief's expertise on deck force meant he had the right answer when we needed it."

Those who have an opportunity to work in a command center get to see the "big picture" of naval operations; a chance to witness the strategic implications of U.S. Navy ships transiting Soviet operational waters; or the many wheels in the Navy machine that are set in motion by seemingly unrelated events around the world. They get a chance, right along with the Navy's top-brass, to wonder "what if?"

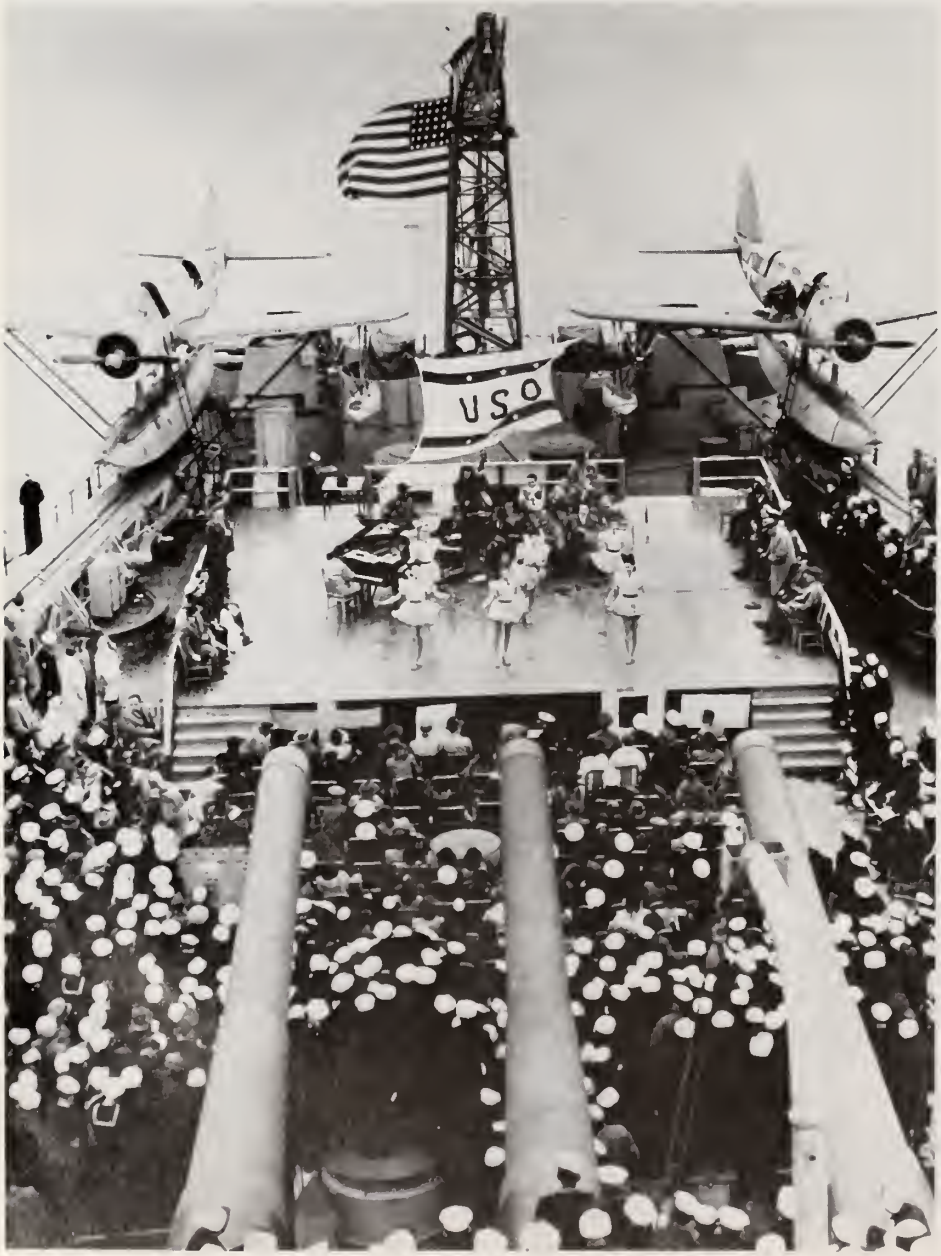
"You don't really get scared," says Garrick, " but every now and then you will realize the seriousness of it all." □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Perry E. Thorsvik



USO

45 years of service



For nearly half a century, the USO—United Services Organization—has entertained, aided and comforted U.S. military men and women and their families. This February, the voluntary, non-profit civilian organization celebrates its 45th anniversary.

In the 1940s, as the U.S. prepared for war, six independent civilian agencies pooled their resources to become the USO: the Young Men's Christian Association, Young Women's Christian Association, National Catholic Community Services, National Jewish Welfare Board, Salvation Army and National Traveler's Aid Association.

President Franklin D. Roosevelt set the guidelines when he said, "I want these private organizations to handle the on-leave recreation of the men in the armed forces." The USO was formed on Feb. 4, 1941, and eight months later, Camp Shows Inc.—which provided professional entertainment for troops throughout Europe, the Pacific and the United States—became a separate corporation supported by USO.

Bob Hope started his famous traveling show the next year and, with his sidekick Jerry Colonna, went to Alaska, England, Africa, Sicily, Ireland and the South Pacific to entertain U.S. troops. Other World War II-era celebrities such as Clark Gable, Fred Astaire, and Bing Crosby eventually joined the USO tour.

As U.S. troop strength grew during World War II, the USO grew as well. USO clubs were set up wherever there





After 45 years, USO continues to serve people overseas: entertainment aboard ships and at shore stations; information bulletin boards; and representatives to help sailors enjoy foreign ports.



was a need and a space—in churches, log cabins, museums, castles, bars, and yacht clubs. Each club was designed to meet the needs of military men and women in particular locations and situations, but the basic services remained the same: food for those away from their units and in need of a meal; information on local points of interest and sightseeing; and facilities for dances, arts and crafts.

Soldiers, sailors and Marines used popular troops-in-transit lounges at major airports, and a mobile program called "Clubs on Wheels" provided comfort to military people in remote areas.

By March 1944, some 3,035 USO facilities were located worldwide. As the war ended and troops returned to the United States, the organization helped military people return to civilian life and helped families reunite and relocate.

On Dec. 31, 1947, after millions of military people left the services, USO operations ended. But three years later, when President Harry Truman committed U.S. troops to fight in South Korea, the six original service agencies and Camp Shows Inc. were back entertaining millions of military men and women. In 1952, USO re-established its mobile program.

When the Korean War ended in 1953, more than a million servicemembers remained stationed overseas—and the USO began to expand. That expansion continued into the 1960s, as the U.S. entered the "cold war" era.

During the Cuban missile crisis in 1962, USO mobile units and volunteers moved to meet the needs of the thousands of troops rushed to the southeastern United States. That same year, contributions to the USO fell to where the organization's continued existence was in question. Regionalization was the answer—local USOs in the United States became responsible for their own on-site operations while the national USO headquarters directed general policy and overseas operations.

As the U.S. commitment in Vietnam grew, USO activities, staff and celebrity shows increased dramatically. Bob Hope took his USO Christmas shows to Vietnam for the first time in 1964. These shows continued until 1972, and in 1973, USO began stateside shows at military bases and veterans' hospitals.

After Vietnam, USO underwent some critical changes. To keep the new, all-volunteer military people in touch with the civilian community, the USO started a new era of peacetime service.

The USO of the 1980s helps bridge the gap between military and civilian communities with the Family Outreach Program. These centers promote family support groups and recreational and educational programs. New centers have been opened in West Germany, Colorado, Virginia, and the District of Columbia, with several more planned.

A Mobile Outreach Program travels within four Virginia county areas to help young military families living in the civilian communities. In West Germany, women's resource centers give wives a place to meet, relax, and exchange information and support. Brides' schools, operating in South Korea for 15 years, introduce new wives to U.S. customs and help ease culture shock.

USO's entertainment has kept pace with changing needs, too. Loretta Lynn, Lou Rawls, Catherine Bach, Kris Kristofferson, the National Football League Players, National Basketball Association Legends, and Dallas Cowboys' cheerleaders and many other performers have entertained U.S. troops around the globe. This year, USO will send the 1st Airborne Rock 'n' Roll Division on a worldwide tour that will include Three Dog Night, country singers Razzy Bailey and Barbara Fairchild, Dave and Sugar, and the NFL players.

Today, USO clubs are located in 160 U.S. and foreign cities and in 32 airports. Overseas there are USO centers, mobile fleet centers, airport lounges, information desks and program services. Future USO expansion will include the Indian Ocean areas. More than 40,000 USO volunteers and 550 paid staff members serve the 4.7 million military men and women and their families stationed stateside and in foreign countries.

USO wants to go wherever military people can use its services, according to Executive Vice President Michael Menster. Regardless of the 45 years that have passed, and all the changes that have come and gone, USO maintains its focus on serving the military community. □

—Story by Candace Sams
—Photos courtesy of USO

USO's

'Sunshine Lady'

The USO of the 1980s is a vibrant, contemporary organization trying to shed an outdated image. One of the new breed of image makers is 38-year-old Cathy Elkin, director of public affairs at the San Diego USO.

The slim, spritely California native's official role is to coordinate volunteer programs and go before San Diego's military and civilian communities to inform them about what the USO does. However, she sees her job a little differently.

"I find myself more often than not explaining what the USO *doesn't* do or what the USO *isn't*," Elkin said. "People have this image of the 'little old lady with a doughnut.' Somehow that image hung over from the war years. I think then it was positive — the warm coffee and doughnut meant a community or an organization was reaching out to its active duty constituency. But as time went on, that image has almost kept people away. If that's the concept young military people have of us, they're not going to come to the building."

The serviceman or -woman who doesn't come is missing a lot. San Diego's 3-year-old USO is not so much a building as a complex. The constant "bloops" and "bleeps" from the video arcade echo across several full-size pool tables into the lounge, where a bank of telephones lines one wall. The adjacent library is stocked with everything from daily newspapers to encyclopedias, and the dance floor, complete with a raised stage, has a sound system many discoteques would envy.

The color scheme and the sparkling furniture are soft and comfortable, and all



the rooms are designed to meet what the USO's management feels are the needs of its visitors.

"We respond to the needs of military people in San Diego by making sure the majority of services we provide are for young men and women. We try to subsidize classy activities and a classy environment to stretch the dollar and enhance the morale of the largest constituency we have," said Elkin.

In keeping with her animated, go-go-go style, which has earned her the nickname "Sunshine Lady," Elkin organizes what she calls "high-energy activities," such as dances, free dinners and trips to southern California amusement parks.

With nearly 15 years of experience at the San Diego USO, Elkin believes she has a good feel for what draws young people in. "Otherwise, they should hire someone else," she quipped. "That's not to say I don't make mistakes. I create events and people boo, and I say, 'Okay, we're not going to do that one again.'"

The key to organizing successful events is to get close to your visitors, according to Elkin. However, a young serviceman can't walk in expecting to be entertained.

"I tell them, 'No, we can't do everything for you. Yes, we will try.' I can't change their attitudes, but if they give me half a chance I'll get under their skin a little bit," she said.

Elkin's doctrine of personal attention is mirrored by her assistant, Terry Waldie. She describes him as an excellent role model for servicemen. "He's a physically fit guy, real positively oriented. He's happily married with two children, and he really gives his all," she said. "He'll spend late hours, until 1 or 2 o'clock in the morning, talking with people who need to talk and need someone who will listen.

Sometimes her visitors need someone who will just listen and not jump up and give advice right away, Elkin said. She believes rather than automatically sending people to counselors, she sometimes has to let them express their thoughts and then make their own decisions.

"We can't always solve problems," she said, "but we are a great resource center." Elkin resolves many sailors' problems simply by making them aware of Navy resources they didn't know existed.

Reaching out to the thousands of young servicemen and -women in San Diego takes a lot of energy, and Elkin seems to have a bottomless well of it. She said she draws her drive from the people who enjoy what she does for them. "I get Christmas cards from kids all over the world now

whom I've known for 15 years. I have kids come back into the USO to visit me who were a little disoriented when they first came in the service," she said.

Elkin tells the story of a young man she doubted would make it in the Navy. Years later she saw him as a company commander at the Recruit Training Center (RTC) here, happily married and the father of a newborn baby. "He believes the USO gave him an extra nudge toward looking into himself for high accomplishment," she said. "Not just tap dancing shows, entertainment and free meals — we made him feel better about himself. We couldn't solve his problems, but maybe we gave him a bit more personal ammunition to go out and do it himself."

There are some parts of the job that get her down, Elkin said. "One thing is the lack of recognition in this community for the fabulous, positive, interested, motivated, hard-working young people who are on active duty. Everybody has image problems. I talk about USO's image as being the old lady with the doughnut. The military's image problem in the community comes from people reading about the drunk sailor who crashed his motorcycle and hurt someone, or the rape, or the problem child. You know — 'bad news is big news.' That's what always seems to be on the front page."

"Whatever happened to the old patriotism — the respect for the uniform? The worst thing I can hear is a sailor saying, 'I felt more at home in Perth, Australia, than I did in San Diego.' That just kills me."

The problem, Elkin said, is the community's lackadaisical attitude toward the problems of military people. She would like to see more active interest, and when people use words like "sailor" or "Marine" she wishes they would say them with respect. "I believe people should educate themselves before they judge," she said.

"It's the same with the young women's program. I have mothers who say, 'I'm sorry, I won't let my daughter come to the USO.'

"I ask them, 'The private parties your daughter goes to, is there no cocaine there? Is there no pot smoking there? Is there no abuse of alcohol? I can promise you there isn't at the USO. Can you promise me there won't be at the party she's going to Friday night? I think she's better off with me than she is there.'"

"It's the kind of atmosphere where you are constantly appreciated and always needed."

When she gets down, Elkin said she can always get back up by going to work. "When I walk into the USO, there will always be people there who look forward to seeing those of us who work there," she said. "It's the kind of atmosphere where you are constantly appreciated and always needed."

Elkin said she believes a lot of people don't get adequate feedback on how good a job they're doing. "I get immediate, automatic feedback," she said. "I'm surrounded by people who know exactly who I am and who will sometimes thank me to distraction. But they do more for me than I do for them, otherwise who would want this job for this long?" she laughed. "I've had guys go home on leave and say they looked forward to coming back to the USO. That's about the nicest thing you can say to me."

Over the last 14 years, Elkin said she hasn't seen much change in the people who come to the USO. "I think we've become more polished because those of us who've been here for a long time have learned a lot and we're better at what we're doing. We're a lot more contemporary and we have better programs. We've learned more about what the kids want and we have become more consistent." She said that despite USO's having moved twice since she has worked there, in more than 14 years she has never missed putting on a free buffet dinner on Tuesday nights.

"Sometimes change just for change's sake is not positive," she said. "I think sometimes the lack of change, the familiarity, that always-being-there kind of thing is a positive factor." Elkin said the biggest change she's made since 1971 is adding a USO reception at RTC the night before graduation.

Lt. Alice M. Jacobson, RTC's recruit affairs officer, works with Elkin to put on the show, which could be described as a liberty lecture for graduating recruits and their families. "I think the parents really get a lot out of it," Jacobson said. "Cathy gets the parents prepped and excited about seeing their sons. Probably the neatest thing she does in her lecture is getting the parents of one of the recruits down in front and having their son sneak up behind them to present his mother with a corsage. That always brings tears to my eyes. The USO helps the Navy project a really positive image."

Elkin said the recruit reception is her favorite event because the audience is so receptive. "I've always drawn the analogy of a baby with a soft spot," she said. "The brain hasn't quite slammed shut. They're willing to listen to me because at this point they still think I know more than they do."

If we change the lives of five recruits out of 500 that's a significant difference," she said. "That's five more than if we weren't here. And I think we do more than that, overall. A Thursday night gets me up every week. It's so positive."

The recruit reception celebrated its fifth anniversary Feb. 6, and Elkin has missed only one. "I was in Hawaii, and I'm sorry I missed it," she said. "I tried to arrange an air hop back and my husband said he thought I should get psychological counseling."

Cathy Elkin's dedication to her "kids" has made her program a success. Because of her and others like her, the last thing you will find at the San Diego USO is a little old lady with a doughnut. □

—Story and photo by JO2 David Whitney, NIRA Det, San Diego

Naval Academy

"Some days we bike 40 or 50 miles; other days, we just go 20 or 30 miles."

"Pump! Pump!" one bicyclist huffs. "Pedal! Pedal!" another encourages. "Fourteen miles to go . . . five miles to go. . . ." The countdown and encouragement continue until members of the U.S. Naval Academy Bicycle Racing Club have covered the almost 40 miles from Annapolis to Baltimore's Inner Harbor.

And that's one of their shorter jaunts. Scott Helmers, club president, one day biked from Annapolis to the Pennsylvania state line and back. The nearly 180-mile trip took 9½ hours—10 a.m. to 7:30 p.m.

"Some days we bike 40 or 50 miles; other days, we just go 20 or 30 miles," Helmers said. "We start off pedaling hard, then we lock into a good, hard pace. After a while, we slow down and start coasting. We'll chat about exams, schoolwork and professors. We'll joke around until someone gets a sudden burst of energy, and then we'll be off again."

The club's 90 members average an hour or less of practice each day, not much compared to the three to four hours bicyclists practice at other schools. Navy also competes against Ivy League schools such as Harvard and Yale, as well as Army.

"The service academies usually finish near the bottom in the bicycling races," said Helmers, "because we don't have enough practice time. Our professional drills, academic studies and required sports take first priority.

"But when you're pedaling alongside an Army guy, you always get ready for a fast sprint across the finish line so that you can 'BEAT ARMY!'"

Helmers and other club members average 20 semester hours of academic class loads and must participate in one of 66 intramural or varsity sports. Only in their free time are they able to practice biking, which is not included in the academy's regular sports program.

"What we lack in practice, we make up for in determination," said Helmers, who has been involved in competitive bicycling since he was a sophomore at Lynbrook High School, San Jose, Calif.



The club usually enters five fall races and 20 spring races, and about a third of its members go to all the races.

Bicycles are tied on top of cars, stored in trunks and even dismantled and stowed inside. Before a race starts, tires are checked and frames are polished. Naval Academy cyclists proudly don their school colors—blue and gold.

At a signal, cyclists zip down the course, jockeying for position. Then they settle into a strong and steady pace.

The average race is 40 to 60 miles. Most

bicyclists pump it



Naval Academy photo

races are finished in less than 2½ hours at speeds averaging 25 to 30 mph. "If you're not in shape, you'll get left behind at the two-mile mark," said Helmers.

At the end of the race, each contender receives a number of points based on his finishing position. For each school, the points received by their top three contestants are tallied for the school's team score, which is used to rank the team among its competors.

Many of the bicycle club's members are new to the sport, according to Helmers. "We get cross country and track runners who have developed knee problems, and crew people who are looking for a harder sport." He smiled as he compared bicycling to crew and said the two teams share a joking camaraderie, rivalry and respect.

"We both train year-round and have our own training problems," he said. "They can't row when the river is frozen, and we can't bike when the roads are covered with ice and snow. We've both developed a training program of running and lifting weights to develop our lower back, leg and stomach muscles. The only difference is that we (bicyclists) don't develop our arm muscles as much."

The club's members may be in one race on Saturday, another on Sunday morning, and still another on Sunday afternoon.

"That's why we need such in-depth training," said Helmers. "You knock yourself out on Saturday. Yet you have to be up for Sunday morning when, once again, you give your all.

"That (Sunday morning) race takes its toll, but you have to be ready for the afternoon," Helmers said. "If you haven't trained, you can't do it—you lack the endurance and stamina. Thirty seconds. That's the difference between the first person to finish and the last in most races," Helmers said. □

—Story by Martha Thorn
U.S. Naval Academy, Annapolis

Crossroads of

Story by JOC Glenna Houston

Puerto Rico, with its sandy beaches, its "perpetual June" climate, and its heritage of Spanish hospitality, is a Caribbean island paradise for the thousands of tourists who visit there each year. But for more than 2,500 U.S Navy and Marine Corps men and women stationed there, it is something more.

Nearly 1,000 miles southeast of Miami in the curving island chain of the West Indies, this crossroads of the Caribbean is a strategic military site and home to several major Navy training facilities.

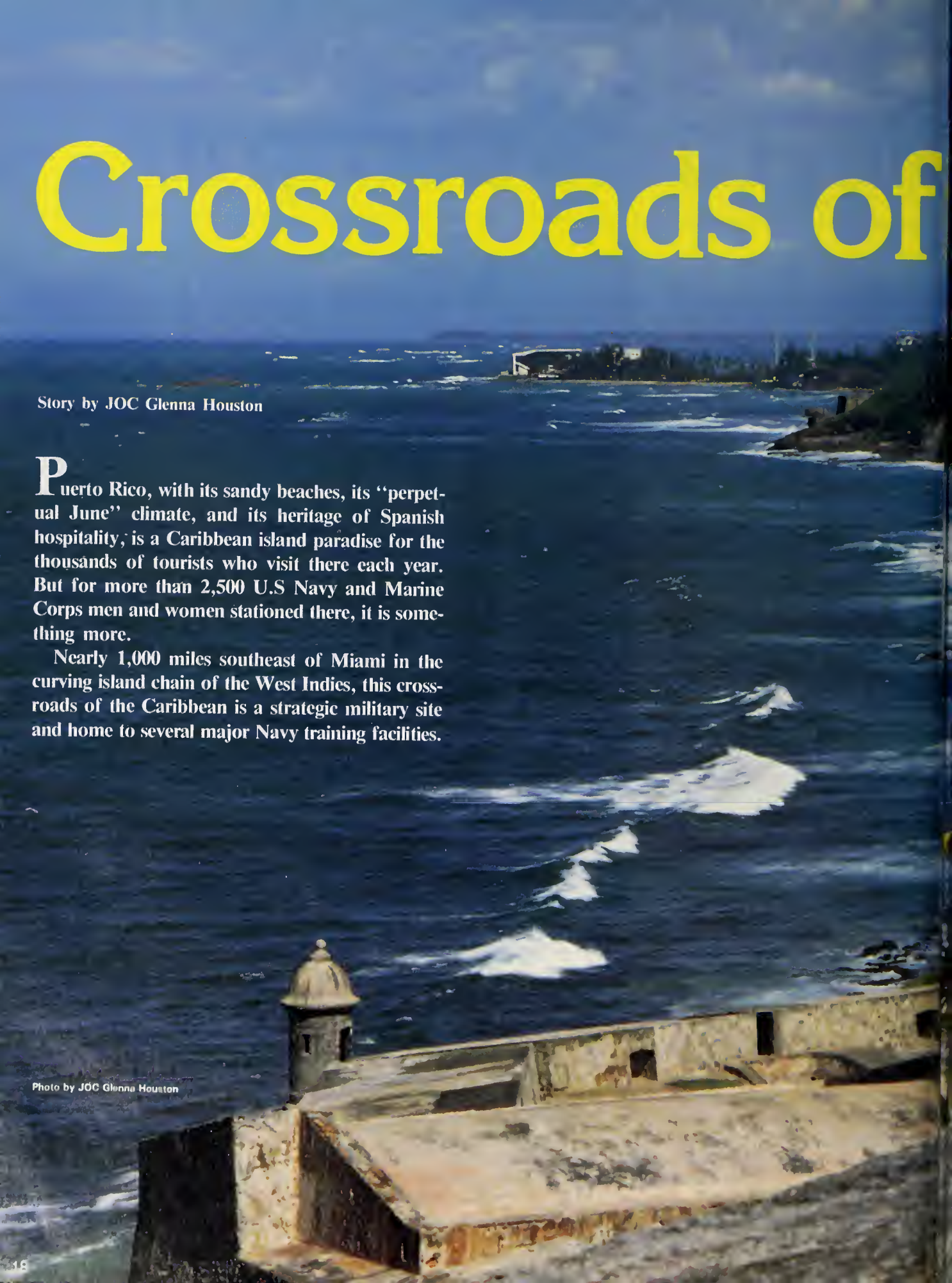
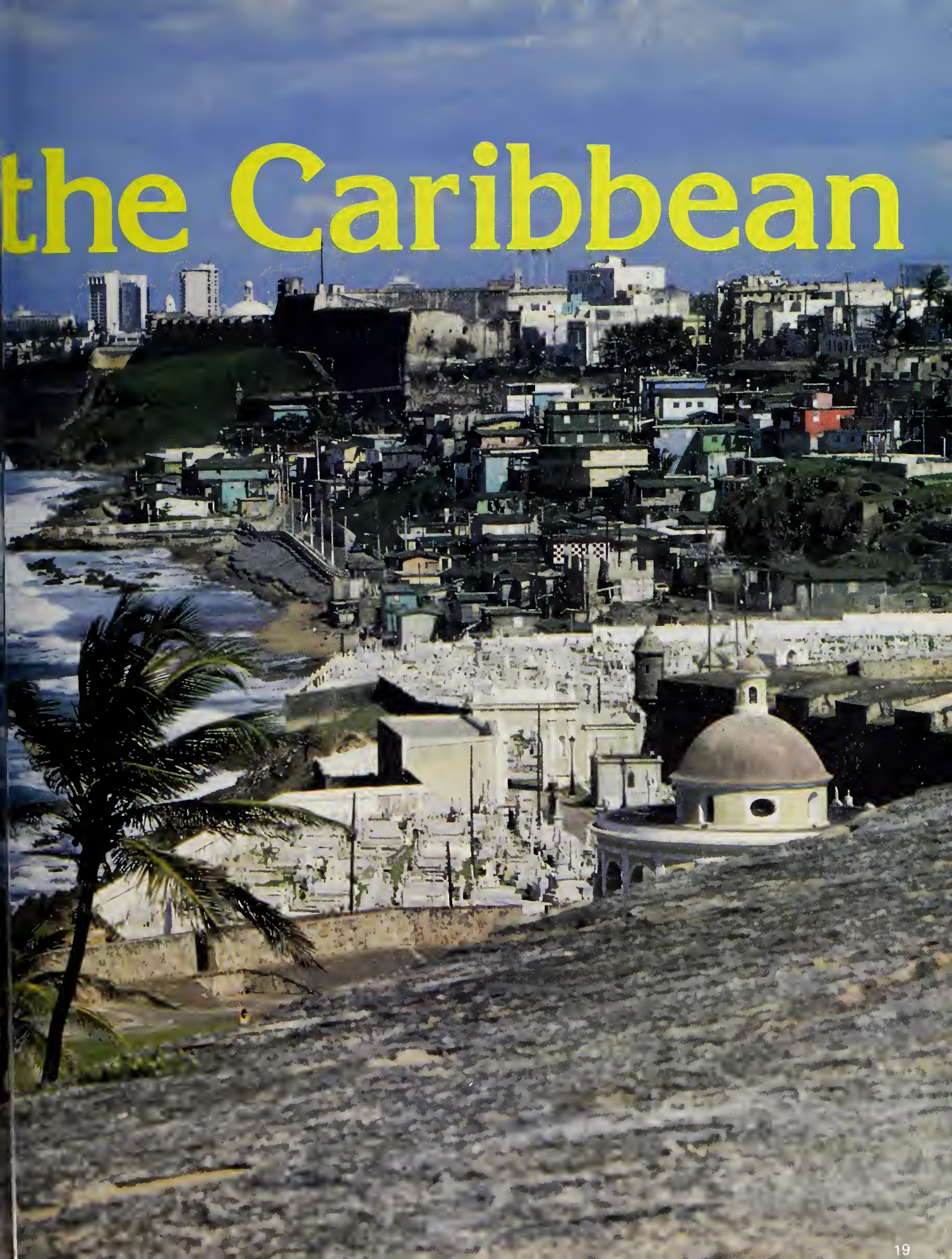


Photo by JOC Glenna Houston

the Caribbean



Crossroads of the Caribbean

U.S. Naval Station, Roosevelt Roads, is on the eastern tip of Puerto Rico, and Naval Security Group Activity, Sabana Seca is about 14 miles west of the capital, San Juan. About 2,500 Navy and Marine Corps personnel are assigned to Roosevelt Roads, and 235 more serve at Sabana Seca.

Geography

The West Indies is made up of three island groups: the Bahama Islands, Greater Antilles and Lesser Antilles. These scattered bits of land are the tops of an undersea mountain chain that stretches between North and South America.

The main island of Puerto Rico measures about 100 miles east to west and 35 miles north to south—about half the size of the state of New Jersey. It is the smallest and easternmost island of the Greater An-



Photo by JOC Glenna Houston





Photo by JOC Glenna Houston



Roosevelt Roads serves as a major center for training and exercise activity that includes aircraft, amphibious assault, communications and UNITAS ship traffic.

tilles group, which also includes Cuba (about 500 miles to the west), Hispaniola (shared by Haiti and the Dominican Republic), and Jamaica.

This island chain forms a border between the Atlantic Ocean and the Caribbean Sea, with Puerto Rico at the crossroads. Because Puerto Rico is a Commonwealth of the United States, the U.S. Navy has been able to take advantage of the island's strategic location.





Photo by K. Keil

Climate

Broadcasting from an island "without seasons," the disc jockeys at the local American Armed Forces Radio station can usually recite the weather reports from memory: "Highs in the mid 80s, overnight lows in the 60s and a chance of rain."

The old saying "when it rains it pours" could have been coined in Puerto Rico. People enjoying a bright sunny day can usually look up and see a rain cloud advancing from the distance. When the storm arrives, the skies open up and everything is instantly soaked. But in a few moments the rain is gone and the sun returns. The island's "perpetual June" is never interrupted for long.

The long stretches of brilliant white beach are bordered by crystal blue water on one side and the dark green of dense tropical foliage on the other to form a picturesque backdrop for the daily military routine. Puerto Rico's terrain ranges from sandy beaches to a sharply-rising, rugged interior, which covers about three quarters of the island. Navy personnel are inevitably impressed with the island's spectacular beauty.

"The scenery is everything from great beaches to mountains and the weather's fabulous," said Petty Officer 1st Class Patti Gantnier of the Naval Station Roosevelt Roads Administration Department. Her work spaces, in a building atop one of the many hills on the station, overlook miles of lush green jungle.

With its Spanish influence, tropical setting and warm climate, Puerto Rico seems more like a setting from a movie scriptwriter's imagination than a real place.

"My wife calls it 'romantic'," said Petty Officer 2nd Class John Paige from the staff of Commander, Naval Forces Caribbean.

Puerto Ricans

Puerto Rico is a true melting pot, its heritage a mixture of Spanish settlers, South American Arawak natives, Carib Indians and African slaves. It was named Puerto Rico (Spanish for "rich harbor") in 1493 by Christopher Columbus. Africans were brought to early Spanish settlements on the islands as slaves to work the large sugarcane plantations. Puerto Rico continued to be part of the Spanish empire for 400 years until it was ceded to the United States after the Spanish-American War. Puerto Ricans have been U.S. citizens since 1917.

Most Puerto Ricans are Roman Catholics, although there are several Protestant churches, and at least two synagogues. Many of the Puerto Rican holidays are religious celebrations and every town has its patron saint. The last few days before Lent are given over to carnivals reminiscent of Mardi Gras.

The Christmas celebration lasts until Jan. 6, Three Kings' Day—*El Dia de los Tres Reyes*—also called Epiphany, the day the three wise men visited Jesus.

Puerto Rican children put boxes filled with grass under their beds for the kings' horses—the camels of the Middle East were unknown in Puerto Rico. On Three Kings' Day morning, the grass has vanished, replaced by gifts.

Well before Christmas Eve, neighbors and friends make up roving parties of celebrants, called *parrandas*, who drop in on friends, singing carols and playing the *cuatro*, a guitar-like instrument.

Many newly-arrived Americans have been surprised by Puerto Ricans dropping in at odd hours of the night to "make *parranda*."

"I've made more friends with my neighbors down here than I did when I was stationed in Virginia," Paige said. "The people are fine."

The townspeople form tight-knit communities. They are quick to notice strangers around your home and will ensure the visitors' business is legitimate. Puerto Ricans are not afraid to get involved with or lend a helping hand to their neighbors.

Although Puerto Ricans speak mainly Spanish, English is taught at all levels of education. Because of the language difference, talking to Puerto Rican neighbors can be difficult for those recently stationed on the island, whether they live on base

or in the local community.

"Overall, the people are friendly and willing to assist you," said Senior Chief Doug Koenker. "They will try a little bit of their English if you're willing to try your Spanish. The only real problem I've encountered is trying to shop for a specific item. It can be tough to communicate exactly what I need."

There seems to be a constant balancing act between the traditional Puerto Rican ways and the newer American influence: the signs in the stores are in Spanish, but they advertise American products; the cars that clog the rush-hour streets are made in Detroit or Tokyo; American fast-food and department store chains are a common sight; a Puerto Rican may take his entertainment at a cockfight one night and a baseball game the next.

The pace of life in Puerto Rico is generally relaxed, although many newcomers find the driving exciting. "You always have to drive very defensively," Koenker said.

Most Navy people stationed in Puerto Rico welcome the chance to discover a new society. "The opportunity is here to learn about a different culture and another language," said Rear Adm. William J.M. O'Connor, commander, Naval Forces Caribbean and Fleet Air Caribbean. "I feel sorry that some of our people are not open-minded enough to go out and get immersed in Puerto Rico.

"I've been to pig roasts in the mountains, fiestas in the towns and magnificant dinners in the capital. I pride myself on my Spanish-speaking ability, which is a claim few Irishmen from Philadelphia can make," O'Connor said. Koenker agreed with the admiral. "Living in another culture makes you realize that people do things differently—they have different customs and work ethics. The way we do it isn't the only way," he said.

"Although there are many differences, we're all still looking for the same things out of life."

Off duty

"Rosey" offers its people a tempting variety of recreational facilities: tennis courts, a marina, stables, hobby centers, golf courses and, of course, the famous beaches. For water sports buffs, the station is a mecca for scuba diving, snorkling, water skiing, wind surfing, fishing, sailing and all the rest.

"We provide our sailors with the soup-to-nuts of things to do. One of the few things we can't provide is snow skiing," said Capt. Francis Mezzadri, commanding officer, Naval Station. But for all of the activities available on the base, people are still encouraged to go off-base and experience the local communities.

"It's a wrong perception that we're down here hiding behind fences. Getting out, seeing this beautiful island and meeting the people is encouraged. There's nothing to prevent people from feeling confident in Puerto Rico," Mezzadri said.

Politics and terrorism

"Contrary to what can be derived from stateside newspaper accounts, relations between the Navy and the Commonwealth of Puerto Rico have never been better," O'Connor said.

The Navy is a major source of jobs for the Puerto Rican population. About 2,500 local civilians are employed at U.S. bases. "Because of the number of people we employ, we are really a part of the civilian community, and we have a superb relationship. The local communities invite us to participate in their festivals and often have a special Navy Day," Mezzadri said.

Despite generally good relations, there have been problems in the past. In 1979 a bus carrying sailors and Marines between the north and south tracts of Sabana Seca was ambushed by terrorists. Two active duty people were killed and 10 were wounded.

"Despite the attack, terrorism is not much of a threat," said Lt. Cmdr. Richard P. Ammons, executive officer of the Naval Security Group Activity. "The ambush made people turn toward us. We get calls from people who've seen something they think might be suspicious."

O'Connor put the question of terrorism into perspective. "In the last major election, 48 percent voted for the statehood party, 48 percent voted for the commonwealth party—maintaining the status quo—and four percent voted for the independence party. The great majority of that four percent believes in peaceful disassociation from the United States. There is only a tiny minority that espouses violence," O'Connor said.





He said, "It is no more dangerous to walk the streets in the towns and villages of Puerto Rico than it is to walk the streets in the United States.

"We have no problem relating to the people of Puerto Rico. They're very friendly and proud to be Americans. All but a very few welcome the Navy's presence on the island," the admiral pointed out.

San Juan

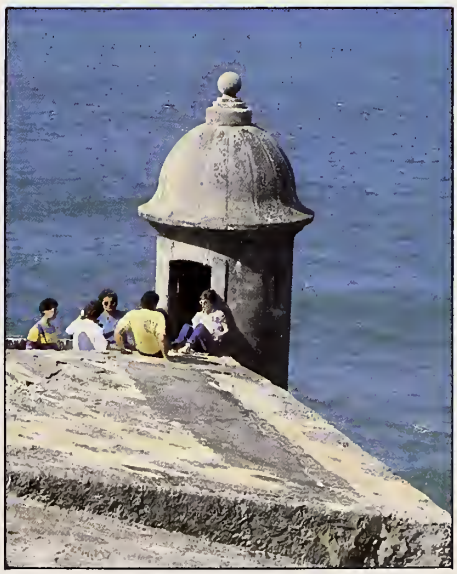
In contrast to the solitude of the mountains and the military locations, the crowds of San Juan are only about an hour and a half from Roosevelt Roads and 20 minutes from Sabana Seca. San Juan, a large city (population over one million) with shopping malls, night clubs, hotels, restaurants and casinos, is a pleasant mixture of old and new. A short walk will take the visitor from a historical fort and cobblestone streets to a modern tourist district











Year 'round softball, colorful festivals; breathtaking vistas from El Morro and the El Yunque observation tower all provide exciting off-duty opportunities. Photos by JOC Glenna Houston

along the beach front. Entertainment varies from the colorful traditional performers of Salsa music and dance to glittering Las Vegas-type extravaganzas with country/western, Irish, jazz and disco clubs available as well. If someone wants a break from the glitter and excitement of San Juan's night life, Puerto Rico is also a treasure trove of outdoor adventure.

Rain Forest

El Yunque, a tropical rain forest about 45 minutes from Roosevelt Roads, has giant tree ferns as big around as telephone poles and nearly as tall, clumps of bamboo, and a tangle of other trees, vines and plants.

El Yunque is the only tropical rain forest in the U.S. Forest Service system and is the official Caribbean National Forest. Set in the Luguillo range of the eastern Puerto Rico mountains, the forest offers a panorama of scenary, wildlife and botany, which changes with the elevation. As vistors climb up through the forest, passing orchids growing wild in the lush underbrush, they can look down on the rain falling at the lower elevations.

Wildlife

Birds are plentiful in the rain forest, which is the home of the Puerto Rican parrot, one of the world's rarest birds. But while birds offer the rarest *sights*, the jungle *sounds* are more likely to come from other creatures. Visitors often think they hear birds calling, but the chorus resounding throughout the island forest is actually created by a tiny tree frog, called the coqui. The frog has a high-pitched, two-note call, "ko-KEE." In most parts of Puerto Rico, the coquis sing at night, but they serenade around the clock in El Yunque.

Strange as it may seem, endangered brown pelicans nest on a tiny island inside a Navy target range. Because the area is environmentally protected, the land actually surrounding the nests is not bombed, and the pelicans don't seem to mind the added noise. Another portion of the target range, also out of bounds for bombing, is home for a rare dwarf orchid.

Several other protected species live on board Roosevelt Roads: leatherback turtles lay their eggs on the beaches; land crabs wander the base; manatees bask in the harbors; some of the largest stands of mangrove forest left in Puerto Rico are within the base confines. Roosevelt Roads has a full-time U.S. Fish and Wildlife ranger.

Originally a large swamp, "Rosey" has maintained much of the swampland and has a large animal population not on the endangered species list, including an overabundance of mongooses.

Military History

The increased importance of the training available at Roosevelt Roads after WWII really established the base. It became U.S. Naval Station Roosevelt Roads in 1957. Before then, the base had been closed and re-opened seven times.

President Franklin Roosevelt ordered plans begun on a base in Puerto Rico in 1940. The first plans called for a "road," constructed across Vieques Sound, connecting the main island to Vieques, a small island to the southeast to form a protected anchorage—thus the name, Roosevelt Roads.

When the base was finally commissioned as a U.S. Naval Operating Base in 1943, it was far short of the planned product. World War II had bypassed the Caribbean, and there was no longer a need for the new facility or the construction of the "road."

If the Nazis had overcome Britain during the war, Roosevelt Roads was the designated home of the British royal family and high command. The building that houses Atlantic Fleet Weapons Training Facility (AFWTF) headquarters was constructed with 18-inch thick walls to safeguard the royal family.

Military Mission

Growing in size and mission over the years, the military in Puerto Rico now plays a vital role in the Caribbean. Navy sailors and Marines are not in Puerto Rico to enjoy the climate or the sights. They have a serious job to do.

"The United States is no longer a self-sufficient nation," O'Connor said. "We must import a tremendous amount of material for our economy to survive, and much of it flows through the Caribbean. The Caribbean controls the entrance to the Panama Canal—13,000 ships a year use it, and 80 percent of them are coming from or going to U.S. ports.

"More than 50 percent of our imported oil flows through the Caribbean. One of the Navy's jobs is to maintain the stability of the sea lanes of commerce," the admiral said.

"The Navy's presence in the Caribbean also helps deter the further expansion of communism in the Western Hemisphere," O'Connor said. "We have realized the importance of showing the flag to the Caribbean island nations and in Central America."

Military preparedness requires proper training and the daily routine of most of the Navy men and women in Puerto Rico involves such training. "Our primary mission is training support," Mezzadri said. "We provide ships with fuel, provisions, spare parts, repairs and services for the crews. We supply aircraft with fuel and



repairs and take care of their people."

About 350 ships pull into port at Roosevelt Roads each year, and there are about 6,500 takeoffs and landings on the 11,000-foot, all-weather airfield. An average of 5,000 transient personnel use the base facilities each month.

During the past few months, the Marine Engineering Battalion, the 101st and 82nd Army Airborne Divisions, Puerto Rican National Guard and Army Reserve units have all held training at Roosevelt Roads.

"We provide training for friendly navies from all over the world," Mezzadri said. "Since we are home for the commander, South Atlantic Force, we have an important role in maintaining good relations with South American navies. Their ships come through here throughout the year and get maintenance and fuel support from us."

In addition, the South Atlantic Force coordinates the annual UNITAS deployment, a cooperative venture with the maritime nations of South America. More than 50 ships participate in this major exercise.

The UNITAS exercises not only strengthen the alliance between the United States, Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay and Venezuela, but improve the capabilities of the navies to protect the sea lanes serving the South American continent.



The movement of naval shipping through "Rosey" is constant.

The level of activity at a training command can vary. "It's feast or famine for us—when there aren't exercises going on, our workload is fairly light. During an exercise, it's like carrier operations, with aircraft going out all day long and into the night," said Koenker, who is the aviation support equipment division officer.

"Roosevelt Roads is one of the few bases that is both a harbor and a major air station all in one," Mezzadri said. "It's also a major supply depot for South America and the entire Caribbean basin. It has a public works department that provides water, sewage, electricity, telephones, transportation and other services to 1,000 housing units. We take care of 14 tenant commands. And it's all under one hat."

Physically, Roosevelt Roads is the largest U.S. Naval base. It covers about 30,000 acres, some 8,000 in Puerto Rico and 22,000 on Vieques Island, eight miles to the southeast.

"Security management is an overwhelming problem," Mezzadri said. "Just on the mainland side of the base, we have 120 miles of roadway, 300 miles of trails, 35 miles of coastline and a mangrove swamp with an abundant number of water passages."

The security department maintains its own boats for waterborne security patrol.

The base's size presents problems for residents too. A simple visit to the dentist can entail a long drive or an hour's travel time on the base bus system. A common saying among "Rosey" residents is, "You are always six miles away from where you wish to be." The gym is about six miles from Borinquen barracks and the galley about six miles from Bundy barracks. The hospital is about six miles away from both the exchange and the air field. And the base housing is about six miles away from everything.

AFWTF uses three ranges for fleet training. The outer range, two areas of about 120,000 square miles of open ocean northeast and southeast of Puerto Rico, is used by air and surface units to fire missiles and other ordnance and to conduct open-ocean operations.

The electronic warfare range, with a number of radar sites in Puerto Rico and surrounding islands, provides realistic electronic emissions to simulate targets. The underwater range, located off the west coast of St. Croix in the nearby Virgin Islands, provides three-dimensional, underwater tracking of ships, submarines and underwater weapons.

Vieques

Traveling from the main base to Vieques takes time. The Naval Station operates several ferries—converted landing craft—to transport vehicles, supplies and people between the two islands.

Vieques is the home of the weapons department's naval ammunition storage detachment. It has more than 70 magazines.

Vieques is heavily involved in Atlantic Fleet training, supporting the inner range of AFWTF. From its headquarters at Roosevelt Roads, AFWTF schedules and directs training for U.S. and allied forces.

Camp Garcia is in the central part of the island, where Marine Corps forces conduct amphibious landings with coordinated close air and naval gunfire support. The eastern tip of Vieques and the adjacent waters are used for target practice.

There is no other place in the world where all the elements of the fleet—aircraft, submarines, surface ships of all types, Marine Corps amphibious forces and even swimmers and divers from special warfare units—can train together as a team.

From both the standpoint of serving at an interesting and challenging duty station and living in a tropical island paradise, Puerto Rico is a most exciting and pleasant tour—few sailors ever forget the "perpetual June" they enjoyed at the crossroads of the Caribbean. □

Houston is assigned to the public affairs office, Roosevelt Roads, P.R. JO2 Lynn Jenkins contributed to this story.



NASA photo

Right: Astronaut James D. Van Hoften rides Discovery's manipulator arm toward LEASAT 3. Below: Astronaut William F. Fisher steadies LEASAT 3 over the space shuttle cargo bay.

Space repair aids

Navy communications

Story by Cmdr. Douglas W. Dietz



NASA photo

In September 1978 the Navy awarded a contract to Hughes Communications Services, Inc. for a 5-year lease agreement in which Hughes would provide communications services from four orbiting satellites. The first two of these Navy-leased satellites, or LEASATs, were launched from the space shuttle *Discovery* in November and December 1984. Both of these satellites have since provided reliable communications coverage of the continental United States and Atlantic Ocean. Subsequent launches, however, did not go as smoothly.

In April 1985, *Discovery* launched a third Hughes satellite, LEASAT 3, but a mechanical failure prevented the multimillion dollar satellite from achieving its permanent geosynchronous orbit over the Pacific Ocean. In a geosynchronous orbit, the satellite orbit matches the earth's rotation, keeping it over the same spot on the earth at all times. Capt. S. David Griggs, shuttle crew member and commanding officer of the reserve unit at Naval Space Command at Dahlgren, Va., tried correcting the problem by using a makeshift device fabricated by shuttle crew members. He attached the "fly swatter" to *Discovery*'s manipulator arm and tripped a lever on the satellite. No response. Following a second unsuccessful attempt, mission control decided LEASAT 3 could not be repaired.

Discovery was launched again four months later, this time to deploy LEASAT 4 and to make another repair attempt on LEASAT 3. During two days of extravehicular activities, astronauts William F. Fisher and James D. van Hoften attached a bypass unit — a battery-powered box that allowed Hughes to bypass inoperative equipment and command the damaged satellite from the ground. It worked, but the mission could not yet be called a total success. It would take several weeks before LEASAT 3's motor fuel and liquid propellants warmed up to required temperatures, and ground crews could fire the motor they hoped would place the satellite in a permanent geosynchronous orbit.

There were other difficulties: *Discovery*'s launching of LEASAT 4 was only partially successful. The satellite reached geosynchronous orbit, but after two days of successfully testing the communications payload, it too was struck by mechanical failure of the link between the broadcast output unit and the antenna. LEASAT 4 was written off as a total loss. On Oct. 29, however, ground crews fired a motor and successfully blasted LEASAT 3 into orbit over the Pacific Ocean. Communications payload testing was recently completed and the Navy accepted LEASAT 3 for service. The Navy hopes to eventually replace LEASAT 4 with LEASAT 5. □

Cmdr. Dietz heads the systems branch at the Naval Space Command at Dahlgren, Va.

Where time begins



Read any newspaper and it's obvious how few things people agree upon. Perhaps that's what makes the Royal Observatory at Greenwich, England, so fascinating. It symbolizes one of the most significant international agreements of all time and, for all intents and purposes, answers the question of where time begins.

The Royal Observatory is located in a 17th century building overlooking the River Thames from a park hill just outside London. It sits astride the Prime Meridian — 0-degrees, 00-minutes longitude — the first in a series of north-south lines dividing the earth into equal parts. It is the home of Greenwich Mean Time, or, as it's known in the military, Zulu Time.

But what does this mean to you as a sailor?

When you travel in featureless parts of the world — like the ocean — there are two things you need to determine your position. One is latitude, which, at the risk of oversimplification, is determined fairly easily by measuring the angle between the horizon and the north star or some other heavenly body. The other is longitude, which is determined by measuring the difference between two places not as an angle, but as time. The difference in time between two fixed points is a direct measure of longitude. That's where things get a little complicated.

You need two things to make the longitude formula work — a fixed reference point and an accurate timepiece. Imagine three ships trying to rendezvous at sea, but each determining longitude from a different reference point. Or consider that at the equator four minutes equal one degree of longitude (68 miles), and the potential for disaster becomes clear. Which brings us back to the Royal Observatory at Greenwich.

The British, who once boasted the most powerful fleet in the world, had long been aware of the importance of knowing one's position at sea. They were among the first to address the problems associated with determining longitude, and had come up with a variety of solutions. None, however, proved very practical. According to B. Hutchinson, an antiquarian horologist at the observatory (he's into the history of timekeeping), the most practical and lasting solution came about in part by accident.

"There had been a series of disgraceful wrecks, simply because captains didn't know where they were," said Hutchinson, before recounting a historic disaster involving Vice Admiral Sir Cloudesley Shovell. One October night in 1707, Shovell wrecked his fleet on the rocks of the Scilly Islands, thinking he was heading safely into the English Channel. It was a navigational error that cost some 2,000 lives.

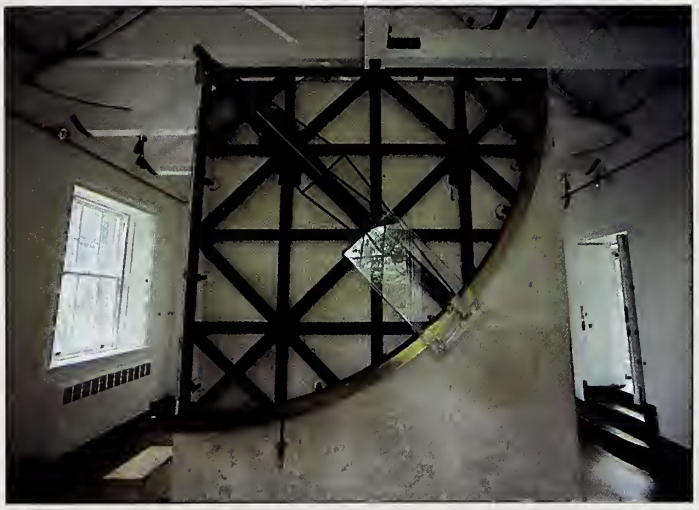
According to Hutchinson, shortly after Admiral Shovell wrecked his fleet, the Royal Observatory offered a substantial monetary prize to whoever came up with a method of accurately determining longitude. John Harrison came through with a chronometer that overcame the problems of climate changes and movement at sea, and also kept accurate time over long periods.

"The chronometer is a simple mechanism that hasn't changed much since the









A one-inch brass strip marks 0 degrees longitude as it leads visitors to a museum of timepieces, ships' chronometers and the celestial instruments that all work together to determine where time begins.

standard was set in the 1790s," said Hutchinson. "If anything, they worked too well. They would last well over 100 years, which almost put manufacturers out of business."

A timeball on the roof of the observatory was dropped at 1 p.m. daily so mariners on the Thames and in the Port of London could set their chronometers and take Greenwich Mean Time to sea for finding their longitude.

Sailors may have been the first to rely on the Royal Observatory for the time, but by the 19th century most of Britain had also come to compare their timepieces with those at Greenwich. And in 1880, a law officially decreed Greenwich time as the standard time to be used throughout Britain.

The observatory had also developed an international reputation for the accuracy of its timekeeping. But, primarily for reasons of national pride, many countries still clung to their own standard time. In 1884, however, representatives from the world's nations met in Washington, D.C., and agreed to give the Royal Observatory at Greenwich the distinction of marking the Prime Meridian, giving the world a fixed reference point for time and navigation.

The Royal Observatory at Greenwich is now a museum with a collection of antique timepieces valued in millions of dollars. "The average member of the public with a quartz controlled miracle on his arm can point out that some of our clocks are two seconds off," said Hutchinson, "but we still have the best collection of precision clocks in the world."

Between 1948 and 1957, the observatory relinquished its time-keeping responsibilities to a newer facility in rural southern England. Eventually, a new time standard (Coordinated Universal Time) maintained in Paris will take over as the world's timekeeper. There is one distinction the Royal Observatory at Greenwich will never lose. It will always be known as the place where time begins. □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Perry E. Thorsvik


NAVY
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On the road



Story and photos by JOC (SS) Peter D. Sundberg

The lights outlining the warship cast eerie reflections upon the dew-slickened 18-wheel tractor trailers parked nearby.

Two green-clad men quickly and quietly work in the darkness. Suddenly the throaty roar of diesel engines interrupts the predawn stillness. A CB radio crackles . . .

"Vern, you ready for Duluth?" asks a voice with an easy Texas accent.

"Let's go see Minnesota, Bubba," replies Vern as he begins the gear-shifting ritual that gets the big truck rolling.

Diesel smoke erupts from exhaust pipes as the truckers wheel their 40-foot trailers out of Milwaukee on another leg of the 10-week journey through America's heartland.

Two guys who drive big rigs,"get back" on CBs, and often begin work before sunrise—if you're a cross-country trucker that's a way of life. However, if you're a Navy man and are continually underway on that sea of cement, you're unique.

Bubba and Vern are unique.

Equipment Operator 1st Class Michael Swift (Bubba) and Equipment Operator 2nd Class Michael Kadis (Vern) are Seabees—assigned to the Navy Recruiting Exhibit Center housed at the Navy Yard in Washington, D.C.

They are two of a select group of Seabees who showcase the Navy in places where the advantages of sea service are virtually unknown.

"We directly support the recruiters in areas where local people don't get much exposure to the Navy," explained Swift.

"For example, it's easy for a recruiter in Charleston, S.C., to show a prospective recruit what a frigate or a submarine is—he can even arrange tours of ships or cruises.

"However, a recruiter in Hazzard, Ky., is unable to show off the Navy's assets. That's where we come in."

The exhibit center designs and manufactures the exhibits with themes ranging from nuclear power to minority career opportunities. The exhibits are designed to project a favorable Navy image and stimulate interest in the Navy to help in the recruiting effort.

The vans in the exhibit center's inventory include an aviation van, a nuclear power van, a surface officer van, six career education vans and an American Sea-



Far left: EO1 Michael Swift (left) and EO2 Michael Kadis (right) truck on out to their next destination. Kadis (top) closely monitors his side mirrors while backing his big rig. Swift (left) talks to Kadis before getting underway.

On the road

power van. Each van is equipped with photographic and electronic displays and audiovisual shows depicting that particular van's Navy subject. Also included in the inventory are various portable exhibits designed for set up in such places as convention centers.

Time on the road depends upon the type of van driven.

With the exception of the career education vans, all exhibit vans are scheduled to travel during two periods: January 1 through June 30 and July 1 through December 31. The requesting format, exhibit descriptions and other necessary information are listed in the exhibition center's catalog.

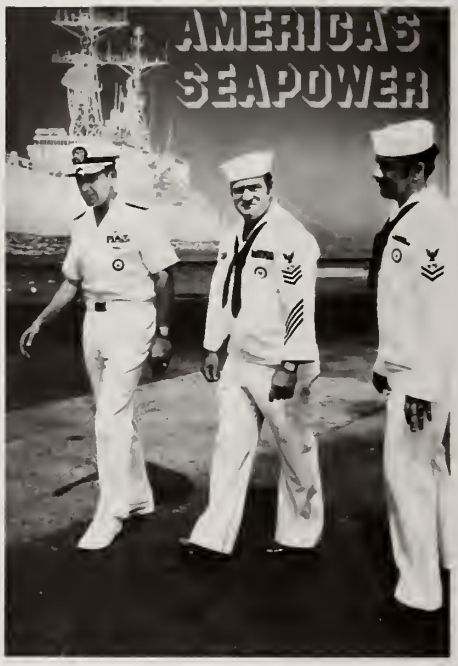
Career education van appearances are scheduled to coincide with the school year in the various recruting districts.

"The drivers, all on sea duty, can expect to spend a minimum of four to five months a year traveling," said Navy Counselor Master Chief James Cross, officer in charge of the center. "However, 10 months is the norm."

Swift, who drives a seapower van, and Kadis, who drives a career education van, are among those who average 10 months a year on the road.

"The drivers are very motivated when they get here. They have that traditional Seabee 'can do' attitude," Cross said. "But it gets very dry for these guys after about two years of living out of suitcases, staying in motels and eating at truck stops."

Swift, a family man, enjoys the road and plans to continue trucking in Texas upon his retirement from the Navy, but











he agrees with Cross that the job does become repetitious.

"Sometimes you forget what day it is or what state you're in," admitted the veteran Seabee.

Cross said that Kadis, a single sailor from Connecticut, enjoys living on the road and would never come back if you let him stay out.

"Both are doing a superb job and we've gotten a number of letters of commendation from the various recruiting districts," boasted the master chief.

"However, they're typical of the men assigned to this job," added Cross. "Our driver/showmen have to project a 4.0 image and, fortunately, the Seabee detailer has been very cooperative in providing us with the cream of the crop."

As a rule, the driver/showmen work alone and are assigned to specific recruiting districts. Occasionally, two vans will be on exhibit together. Such was the case recently during the annual Great Lakes cruise.

The cruise, which was conducted this time by the Mayport, Fla. based frigate USS *Stark* (FFG 31), is considered to be the premier recruiting event of the year. The cruise offers the public (from the eastern seaboard to the U.S. and Canadian ports bordering the five Great Lakes) the opportunity to visit a ship-of-the-line, talk with fleet sailors, and see first hand what Navy life is about.

Swift and Kadis, who met for the first time when they set up their vans on the pier at Ogdensburg, N.Y., traveled from port to port. Their vans became a major part of the recruiting effort.

Clockwise from far left: A specialty van set up on the pier in Buffalo, N.Y. Swift (center) and Kadis (right) escort visitors of every stripe through their vans during a visit to Chicago. A youngster, obviously ready to enlist, exits from one of the exhibit vans during the Chicago visit. When truckers aren't driving, they're cleaning; Swift cleans around the exhibits in his trailer. Swift (left) replaces an air hose gasket while Kadis kibitzes.

On the road

The two men always arrived at the exhibit site well in advance of the ship. They were usually met by a recruiter or public affairs representative who instructed them where to set up the vans.

Once the trucks were in place, the Seabees thoroughly inspected their exhibits to ensure that all displays were working properly and that the interiors of the vans were spotless. If they had the time and the use of a pierside fire house, they washed the road dust from their 17-ton rigs.

When the ship arrived and tours began, the vans were opened to visitors. The local recruiters were responsible for manning the exhibits and answering questions about the Navy, but the driver/showmen remained on the scene to ensure that all equipment continued to work properly.

Tours began at 9 a.m. and ended at 8 p.m. The Navy truckers usually secured their generator-powered displays, closed the vans and had all equipment secured within an hour after the last visitor departed.

Often the exhibits stayed open beyond the ship tour hours.

"People visiting the ship either came through the vans before or after touring *Stark*," explained Kadis. "Sometimes they were lined up at our van doors after the ship secured. We never turned them away."

Many *Stark* sailors envied the Seabees their seemingly plush lifestyle of traveling, living in motels and operating independently. However, while ship crewmen were invited to the various social functions hosted by the many cities on the itinerary, the truckers remained with their rigs. There was no four-section duty for the Seabees—it was "port and port."

After a port visit, the EOs readied their 18-wheelers for the next city, which could be anywhere from a two- to 10-hour drive away. When the ship visited a Canadian port, the truckers occasionally laid over enroute to the next show site—but even then they worked.

"There's always something to do," said Swift. "We've got to keep the rigs looking sharp. That means hitting truck stops to have the trucks washed and steam-cleaned."

When time permitted, the men performed minor repairs on their vans. Just as with a ship, there was painting (no chipping), cleaning, waxing, vacuuming carpets, upkeep of displays . . . the list goes on.

Most cities were remembered not by how good the liberty was, but by truck repairs required in each: a replaced water pump in St. Ignace, Mich.; air hose problems outside of Cleveland; undercarriage painting in Chicago; and new tires somewhere in Minnesota.

"Sometimes our per diem just wouldn't cover a motel in a high cost area," said Swift. So some nights were spent in the truck sleepers. Then there were the breakfasts in roadside "greasy spoons." "Some places didn't even have Fruit Loops," said Kadis.

The routine was often tedious but, according to Kadis, "there's always something happening beyond the next milemarker."

That's what keeps these two dedicated travelers on the road . . . that next mile marker. □

Sundberg is a photojournalist with FltAVComLant, Norfolk, Va.



Center builds Navy exhibits



Whether living in a major city on the Atlantic or Pacific coast or in a small town like Norman, Okla., young men and women can get the "big picture" by viewing a small part of the Navy through recruiting exhibits.

Using the latest in video and audio technology the exhibits help people to see and, for a short while, experience the Navy. For example, television monitors actually take a person to the landing deck of an aircraft carrier, or the display's special lighting enhances the high technology of the Navy's computer and electrical equipment. Carefully selected music and sound effects accompany the striking visual exhibits.

These exhibits, seen all over the country, are the product of a team of military and civilian personnel working at the Navy Recruiting Exhibit Center, Naval District Washington, Washington, D.C.



Draftsmen, photographers, craftsmen, audio/video technicians and many other professionals team together at the exhibit center to perform their mission: Supporting the Navy Recruiting Command. The center is responsible for designing, developing, building and transporting display exhibits. Between the drafting pencil and the finished exhibit lies a road paved with creativity and a "can do" attitude.

According to Equipment Operator Senior Chief Hugh O'Neal, schedules and transportation chief, one of the nicest things about working at the center is the spirit of cooperation and camaraderie that exists between the military and civilian team. O'Neal uses one word to sum up the shop's atmosphere: professionalism.

Photographer's mates, electricians, Seabees and their civilian equivalents work together to complete their mission.

As the plans leave the drafting table they are taken up by photographers who shoot the necessary photos or prepare the silkscreen negatives. Builders then construct the display frames, and electricians wire display vans, trucks, or cases for the audio and video equipment. Finally, audio and video specialists script and edit the slide and video presentations.

EOCS Hugh O'Neal (top) works with one of his Seabees on a small project. (Left) An overall view of the exhibit center's woodworking shop.

On the road

When each shop is finished and the final product is assembled, the exhibit center is responsible for getting the displays to the public.

From 18-wheeler vans to mobile static displays, the exhibits are designed primarily to meet the needs of the Navy recruiter.

Mobile exhibit vans are 18-wheelers which spend 10 months out of the year on the road traveling from one end of the country to the other. There are 10 of these vans.

Portable exhibits include:

- A cutaway Fleet Ballistic Missile Submarine model.
- A life-like talking mannequin of John Paul Jones who narrates a multi-screen show on basic training; a six-projector audiovisual presentation on the Lore of Flight.
- William Shatner narrating a Nuclear Power exhibit depicting the nuclear Navy.
- An illuminated showcase of all current Navy decorations and medals.
- A series of photographs and a video presentation on the Youth Groups and Educations exhibit emphasizes jobs, education and on-the-job training available in the Navy.

These are just a few of the exhibits available to recruiters.

Using four television screens and headphones, the center is able to showcase fleet support, surface combatants, amphibious warships and submarines. The Sea Power exhibit is an example of how audio and video technology can bring the Navy into the backyards of even the most landlocked regions.

Static exhibits featuring minorities, educational opportunities and naval traditions are also available.

The Navy Recruiting Exhibit Center provides a detailed catalog of all its exhibits as well as helpful hints for a successful show. To obtain the catalog, contact the Navy Recruiting Exhibit Center, Building 46, Washington Navy Yard, Washington, D.C. 20374, (202) 433-3410 or Autovon 288-3410. □

—Story and photos by JO2 Lynn Jenkins









A variety of talents and skills are needed at the exhibit center to produce the final products. Representing just a few of these skills are a draftsman, photographers, electronics technician, audio-visual specialist and craftsmen.









Army turns tables in

Blue Angel Marathon



The day is Dec. 7 and everyone's attention is focused on the 86th Army/Navy football clash in Philadelphia. A "friendly" interservice rivalry is joined as the players take the field and the game is kicked off. But away from the spotlights and television crews, this historic rivalry ran a different course, with a different ending.

While Navy was upsetting Army, 17-7, in Veterans' Stadium, Army runners, male and female, were dominating the annual Blue Angel Marathon in Pensacola, Fla., in the interservice team competition.

The Blue Angel Marathon, officially sanctioned by the Navy, is certified by the National T.A.C. Standards Committee and recognized by the Road Runners Club of America; it is one of the major races in the Pensacola area.

The competition was divided into different categories: interservice team, civilian team, military station and wheelchair. Runners could also enter and compete individually. The Blue Angel Marathon features not only runners from all branches of the U.S. armed forces, but civilian and allied armed forces people as well.

In the interservice team competition, the Army took first place, led by Spec. 4 Antonio Gonzales (USA), who ran a course record time of 2:26:32 to win the overall male honors. His time eclipsed last year's record of 2:29:05, set by Lt. Glen Morris (USMC).

Gonzales, who started running at the University of Texas at El Paso six years ago, said he enjoyed his first Blue Angel Marathon, although the course was not as tough as he had anticipated. "I was just concentrating on my pace and trying to finish under two hours and thirty minutes."

Gonzales and his roommate, Spec. 4 Mark Carper (USA), ran side by side throughout the race until Gonzales kicked in just 17 seconds ahead of his friend and interservice teammate. "Antonio was pushing the pace very well," Carper said. "And his final kick was really good, while I just ran out of steam."

In addition to Gonzales' and Carper's efforts, the winning interservice team included: Capt. T. Rauch, 2:58:34, seventh in the 35 to 39 age group; Sgt. 1st Class W. Mann, 2:35:18, third in the 30 to 34 age group; and Spec. 4 R. Willnanen, 2:32:27, first in the 30 to 34 age group. "We were pulled together only about a month before the race, so we're all quite happy with our performance," Carper said.

Members of the Navy's interservice team were FTCM Kenneth Royston, 2:50:47, first in the 40 to 44 age group; SK1 Randy Scharberg, 2:44:29, seventh in the 30 to 34 age group; Lt. Cmdr. Joseph Shea, 4:02:09, sixth in the 55 to 59 age group; AW3 Tim Lindly; and





Photo by SN Michelle Delaney



Photo by Tony Giberson

Hundreds of men and women gave their best in the Blue Angel Marathon and the Gershon Memorial 10K run. The marathon wheelchair competition featured a close finish.





Photo by SN Michelle Delaney

RMC Richard Davis. Navy men finished fourth overall.

First Lieutenant Joan Fowler (USA) paved the way for Army to capture the women's interservice team title by posting a 3:09:47. Her second place finish in the overall female competition combined with teammates Spec. 4 C. Rudesill, 3:15:30, first in the 30 to 34 age group, and Maj. P. Shackleford, 3:33:06, second in the 30 to 34 age group, to take the interservice women's team championship. "Race day started out quite nippy, but quickly became very nice, with a brisk breeze and good sun towards the end. It was a great race," Fowler said.

Navy women's interservice teammembers were: Lt. Robin Graf, 3:19:25, fourth in the 25 to 29 age group; Ensign Margaret Carlson, 3:13:31, second in the 25 to 29 age group; HMI Deborah Ransey; Lt. Katherine Gregory; and YN1 Anna Regowich. Navy women did a little better than the men, finishing third in the overall competition.

Top civilian team honors went to Pensacola's Athletic Corner, made up of Alton Migues, Gary Gray, Thomas Bailey, Ginny Hornberger and William Weatherford.

Hornberger defended her title in the women's overall division with a record time of 2:55:13. Last year, she posted a 2:58:32. "I wanted to run under two hours and fifty-five minutes," Hornberger said, "but I'm satisfied. I only missed it by a few seconds."

Other honors included Masters Male, Alton Miques, 2:42:16; Master Female, Terri Woolbright, 3:37:08; Grand Master Male, Charles Stinnett, 3:06:51; and Grand Master Female, Lucienne Hill, 3:51:07.

The Wheelchair Division was won by LaVerne Achenbach with a time of 2:13:08, fastest time of any competitor.

Winning overall military station team honors was the Army National Guard Team One team: Pfc. Max White, Spec. 4 David Ramsey, Sgt. John Pragle, TSgt. Robert Lindsey and Capt. Rock Clear. Air Force Academy Team One captured second, followed by Naval Air Station Pensacola's team.

The NAS Pensacola team members were: Cdr. Paul Snopel, 3:08:20, eigth in the 40 to 44 age group; MSCS Bill Dixon, 2:59:20, ninth in the 35 to 39 age group; Lt. David Legerton, 3:00:03, 13th in the 30 to 34 age group; TDAN Reuben Lowing, 3:14:25, fifth in the 21 to 24 age group; and HM3 Michael Patton, 4:06:53, 55th in the 25 to 29 age group.

Navy chaplain, Lt. Cmdr. Shea said, "I had a fantastic day. The weather was great. Coming here from Scotland, where it's wet and damp, not exactly the best training conditions, you know I'm happy with the weather." Other runners came from Hawaii, and included, for the second consecutive year, a British team stationed onboard the Royal Navy's HMS *Arethusa*. The team had a "jolly good" fourth place finish in team competition, and hopes to be back again next year.

Final standings in the interservice competition were: Army first, Air Force second, Marine Corps third and Navy fourth in the men's competition. In the women's interservice competition Army was first, Air Force second, Navy third and Marine Corps fourth.

Final standings of the military teams were: National Guard Team One, first; Air Force Academy Team One, second; NAS Pensacola, third; HMS *Arethusa*, fourth; Great Lakes Gold, fifth; and National Guard Team Two, sixth.

The civilian teams placed as follows: Athletic Corner, first; Sub 3hr Marathon de, second; B III Track Club, third; and West Florida R.M.C., fourth.

At the same time as the marathon, Pensacola was also hosting the inaugural running of the Mike Gershon Memorial 10K run. Gershon, a Blue Angel pilot, died last year during a performance. Ac-



Photo by SN Michelle Delaney

cording to Gershon's father-in-law, Buck Kurrence, the official starter of the 10K, he and his son-in-law had planned to enter the 10K together.

Ensign Mark Patterson, the winner of the 10K, said, "Mike Gershon was loved by everyone here in Pensacola. Winning this first 10K named in his honor is very special to me." Patterson posted a winning time of 30:55. Meta Leckband posted a 37:33 to win the women's 10K title.

Gene Turnipseed, chairman of the Blue Angel Marathon Committee, was delighted with the outcome of both events, "There were many avenues of competition enjoyed by the runners this year," he said. "Their safety was most important, and all the volunteers helped make sure that the run was exceptionally safe."

There were 534 marathoners this year, down by about 200. However, Turnipseed pointed out, "Many more teams were involved, including civilian, military and interservice, with the competion keen and enjoyed by all." □

—Story by JO2 Lynn Jenkins
—JO2 Russ Sawyer, NAS Pensacola, Fla., contributed to this story



Photo by SN Michelle Delaney

From far left: Navy Lt. Frank Luzatti (no. 80) edges Michael Hays at finish (both runners clocked 2:57:56); Buck Kurrence, son-in-law of Mike Gershon and official starter of the 10K, with winners Mike Patterson and Meta Leckband; female 10K winner Leckband crosses the finish line behind a marathon runner; Lt.Cdr. Joseph Shea, chaplain at the Naval Security Group Activity in Holy Loch, Scotland, finished the marathon in 4:02:09.

Bakers' dozens

Fresh bread starts the day rolling

Story and photos by JO1 Dan Guiam



"There's a great amount of teamwork here. The bakers know it's the only way we can get the job done."

Fresh bread, like mail, motivates many sailors and Marines embarked aboard USS *Kitty Hawk* (CV 63) to face up a little better to their day-to-day tasks in the Indian Ocean.

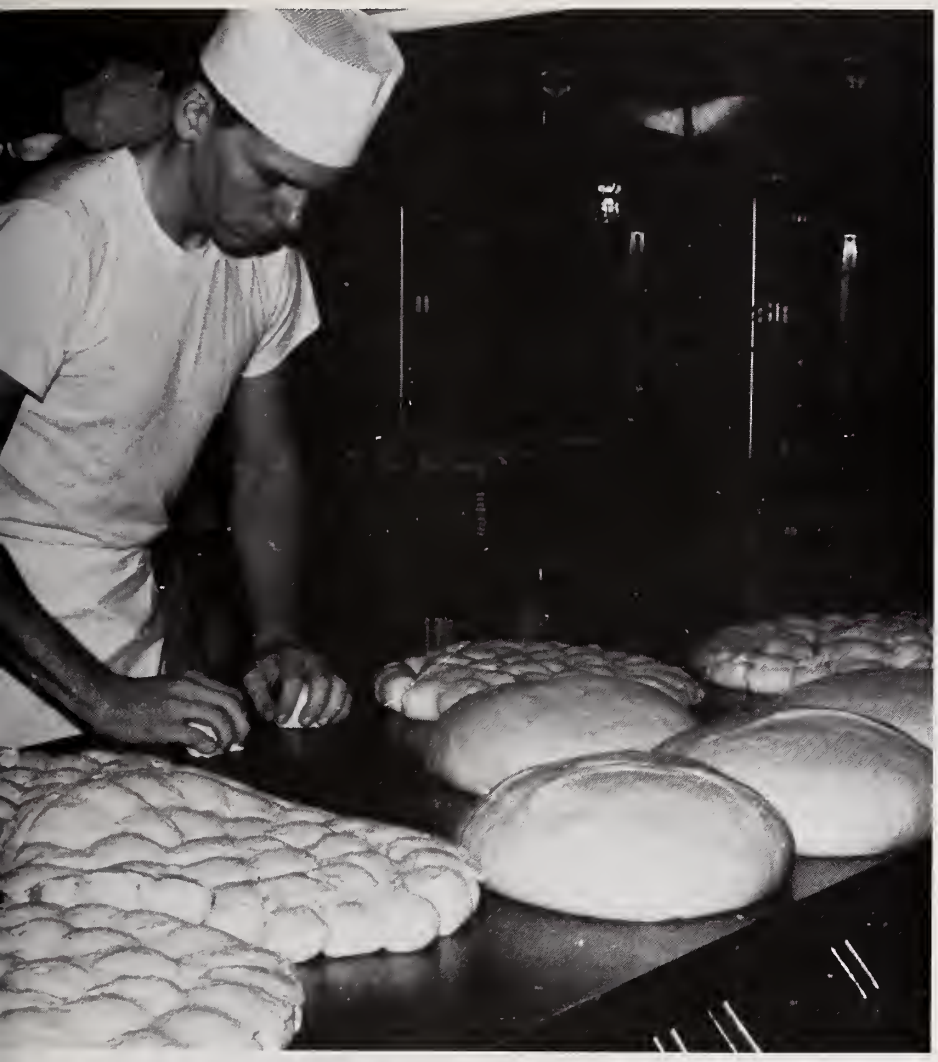
"I'm always off to a good start every time there's fresh bread at the breakfast table," said Storekeeper 3rd Class Eric Ricks. "It means a lot to me out here."

Fresh bread, apple pie, lemon custard, cinnamon rolls, birthday cakes, doughnuts, you name it, the *Kitty Hawk* bakers make them—from scratch.

"When you take that into consideration, it definitely is a challenge," said Mess Management Specialist 3rd Class Edward Rein. "And when you have more than 5,000 hungry men to feed, baking becomes a gigantic task."

The *Kitty Hawk* bakers never close shop. They work around the clock to meet the crew's needs for daily bread and other bakery products. Fourteen cooks and eight assistants often toil in two shifts under the





Doughnuts, hamburger buns, hotdog buns—USS Kitty Hawk bakers turn out thousands every day.







intense heat generated by the huge ovens, turning more than 300 pounds of flour into irresistible delights.

The routine for the day crew involves baking 2,500 hamburger and 1,000 hot dog buns, 1,000 dinner rolls and 350 loaves of bread. The night shift does its share by making desserts, doughnuts and pastries, including 2,500 cookies and 2,500 slices of cherry pie.

"Mass production's the name of the game," said Mess Management Specialist 1st Class Rolly Alberto, the bake shop's overall supervisor, "but that doesn't affect the quality of our products. There's a great amount of teamwork here. The bakers know it's the only way we can get the job done," Alberto said.

"We simply bake our goods the best we can."

The big task never dampens the spirits of the bakers.

"I enjoy working in the bake shop," said Mess Management Specialist 3rd Class Brian Bodendein. "You get a lot of gratification here. Most guys appreciate fresh bread after being at sea for a while."

Bodendein is an expert in making dinner rolls. "The secret is to simply put in the right amount of ingredients that will give the rolls the proper color and taste."

Kitty Hawk's bake shop has eight big, rack-type ovens. Each oven can handle 12 loaves, for a total load of 96 loaves at a time.

"White bread is the crew's favorite," said Mess Management Specialist 2nd Class Dan Lee. "Apple pie is the second choice, then cherry pie."

"Actually, the crew seems to enjoy everything we put out," Lee said. "They often come down here and tell us they like it. I don't put out products that don't entice the crew to try them. You can't sell your products if they're not attractive."

Meeting cake requests for all occasions is another service of the bake shop. Mess Management Specialist 3rd Class Chris Ramirez decorates five or six cakes a day, mostly for re-enlistments.

"The job is challenging," he said. "I once made a three-layer cake, eight feet long and three feet wide—it literally took me all day and night, without a break."

Another treat that brings the crew closer to the bakers is cookie night, held once a month after the evening meal. The cooks bake assorted cookies for the occasion, and ice cream is served.

"Cookies run out faster than ice cream," Lee said. "Many come to us and beg for more. They know where to go for delicious cookies," he said. "And that earns the bake shop a reputation as a place of good eatin' where fresh bread from the oven starts the day rollin'." □





Guiam is assigned to the 7th Flt PA Rep., Subic Bay, R.P.





From specialty work such as ornate cornucopias and custom-decorated cakes, to mass-produced goods including dinner rolls and bins full of hotdog buns, Kitty Hawk bakers keep producing around the clock.

Bearings

Seabees best in recreation

The Morale, Welfare and Recreation department of the Naval Construction Battalion Center, Gulfport, Miss., was the Navy's top winner last year for outstanding recreation programs.

At the sixth annual recreation awards program meeting in Dallas, the center took five recreation awards, including a $7,000 cash award for having the best overall ashore recreation program. Awards were also presented for recreation skills development, enlisted club recreation and media programs. Senior Chief Boatswain's Mate (SW) Jessie E. Smiley received an Individual Achievement Award for his outstanding work in Navy recreation programs on base and in the civilian community.

Capt. C. M. Maskell, the center's commanding officer, presented the $7,000 check to MWR members at a special ceremony. "It takes everybody in all the different recreational activities, pulling together, to win this. It's delightful to see others . . . recognize how well you have done your jobs and how successful you've been," he said. ■

LaSalle aids orphanage

During a recent port visit to Karachi, Pakistan, 30 crew members of USS *LaSalle* (AGF 3) spent 2½ days cleaning, painting and repairing a local orphanage.



The sailors took paint, sheet metal, tar paper and plywood to the Darut Tasnif Madressah Talimull Islam School and Orphanage where they worked on the kitchen and food storage rooms. The interiors were cleaned and painted and five vegetable storage bins were constructed.

The ship's boatswain, Ensign Mike Hutto, who headed the volunteer group, said, "All the men who participated in the orphanage assistance truly helped 400 needy children."

In addition to the work on the buildings, *LaSalle*'s dentist, Lt. Thomas Walczyck, gave dental checkups and care to many of the children.

The orphanage, founded in 1964, boards 235 students and provides education to 165 more children.

"We greatly appreciate the help you provided to us," said Mohammed Ayub, superintendent of the school. "On behalf of all our children, we thank you."

LaSalle, flagship for Commander, Middle East Force, is homeported in Philadelphia, Pa., and is forward deployed to the Persian Gulf and Indian Ocean. ■

10,000th Navy SAM

Seaman Recruit James E. Keller was much like any other new sailor going through boot camp—yet, at the same time, he was very special: Keller was the 10,000th person to enlist under the Navy's Sea-Air Mariner program during fiscal year 1985.

The program's goal is to enlist each year into the Selected Reserve 10,000 men and women who have no prior service. The SAM program began in 1983 and offers special cash and education incentives to high school, vocational/technical and college students. Many SAM recruits will attend some Navy basic and advanced schools after completing boot camp.

Keller enlisted in Denver in September. "It all happened so fast, I don't remember which day I left," he said. "I originally wanted to delay leaving for a time, but my recruiter told me about being the 10,000th SAM and that they needed me to leave right away. I got to see my mother for about 15 minutes, then I was gone."

When he arrived at the Recruit Training Center in San Diego, Keller was appointed recruit chief petty officer for his company.

Boot camp was "much nicer than I expected, at least after the initial shock," Keller said. "I have gained a lot of the self-discipline that I was lacking. I enjoyed it. It was good for me."

As one of 22 SAM recruits in his company, Keller was treated no differently than any other recruit. He said no one in the company realized he was the 10,000th SAM for the year until he was almost through his boot camp. He just didn't tell anyone.

Before enlisting, the 24-year-old Illinois native worked as an office manager for a rental store and as a school bus driver, a task he said was "very similar to being RCPO," considering the degree of responsibility involved.



After recruit training, Keller completed the four-week basic electricity and electronics course in San Diego before starting the 29-week Electronics Technician Class "A" School at Great Lakes, Ill. He will spend his drill time at the reserve center in Cape Girardeau, Mo. ■

Navy corpsmen patch MPs

Shiver me timbers and splice the main brace! What are two blue water sailors doing landlocked in the woods with the Army?

They're Navy corpsmen, and they volunteer their professional skills to members of the Army Reserve's 327th Military Police Battalion.

Chief Hospital Corpsman Carter McGee and Hospital Corpsman lst Class Richard Guzman, instructors at the U.S. Naval Hospital Corps School, Great Lakes, Ill., find themselves "drydocked" with the Army MPs when the battalion goes on weekend field maneuvers.

"We requested medical support from another Army Reserve unit, but their schedules and ours never seemed to coincide," said Master Sgt. Dan Keller, operations sergeant for the 327th. "Then we thought about the Navy at Great Lakes, and they were more than happy to help.

"(McGee and Guzman) are active duty, and they have a full workload just teaching classes at the corps school. They come down to assist us on their own time. They're giving up a weekend with their families to help us."

The two "medics" have a lot more than knowledge about the relationship of barnacles to hulls. Both have spent time in field environments: McGee served as a medic with the Army from 1969 to 1977, including an overseas assignment to Europe; Guzman is a graduate of the five-week field Medical Service School which trains Navy corpsmen, dental technicians and doctors for duty with the Fleet Marine Force.

"I got out of the Army just to see what it was like as a civilian," said McGee, who joined the Navy in 1978. "I had been in (the Army) since I was 17 and was an Army brat before that, so I had never realized what civilian life was like.

"When I tried to re-enlist in the Army, I discovered that the medical career field was full. I joined the Navy so I could stay with a job I liked and knew well."

McGee compared Navy corpsmen to Army medics. "They're different, but one isn't necessarily better," he said. "The Navy corpsman has to be trained to act more independently since he could be working aboard a ship in the absence of a doctor.

"The Army medic almost always has evacuation available to him as an option," McGee said, "but the best training I ever had in trauma and mass casualty handling was as a company aidman with the infantry."

Guzman, who has spent several tours of duty with Marine Corps units, said the Field Medical Service School gave him training in field sanitation, medical evacuation and Marine Corps battle tactics.

"The Marine Corps does not have its own field medics, and the Navy assigns corpsmen to the Marines. They are a pretty good group of guys, and they take care of their corpsmen," he said.

McGee and Guzman use their own medical supplies for weekend field training with the MP reserve unit, and they wear Marine camouflage uniforms. They were issued canteens, web belts, and other field gear by the Army to use during training weekends.

"After a few trips to the field, you know exactly what you are going to need, and what you might need," said McGee. "Rick and I made up a list of things to fill a footlocker."

Although all of the MPs' injuries have been minor cuts and scrapes, it's good to know the corpsmen are there, even if they're not needed for serious medical aid.

"Like insurance, it's better to have them and not need them than to need them and not have them," said Keller. ■

—Story by Army Capt. John R. Kachenmeister, 300th Military Police Command, Inkster, Mich.



Photo by U.S. Army Capt. John R. Kachenmeister

HM1 Richard Guzman treats a minor hand cut on an M.P. during weekend maneuvers in Joliet, Ill.

Mail Buoy

Saint Paul

In reference to your article concerning the USS *Saint Paul* (CA 73) and the subsequent letter to the editor about USS *Newport News* (CA 148) on the last gunship to fire on Vietnam, nobody was wrong. *Saint Paul* was the last of her class—*Baltimore* class slow fire, bag gun cruisers. The "Fighting Saint" had three turrets, two forward and one aft. *Saint Paul* holds the unique record of firing more rounds on enemy territory than any ship thus far. She also fired the last major salvos not only in Vietnam but in Japan and Korea as well. I put her out in 1970 and as a bag gun cruiser she is a fine ship.

Newport News was the last rapid fire *Salem*-class cruiser.

—BMCM(SW) T.C. Oneyear, command master chief, ACU 2, Little Creek, Va.

All for railroading

I have been reading *All Hands* ever since my first duty station as a radioman at NavFac in Argentia, Newfoundland, in the early '70s. I've read articles that sent goosebumps racing up and down my spine and I've read articles that were quite sad.

The article entitled "A world of model railroading," not only sent goosebumps up and down my spine, it created a sudden increase in my blood pressure which nearly sent me to the big model railroad layout in the sky. I was impressed, not only with the dedication of the club, but also with *All Hands* printing of a wonderful article. I'm sure that the many model railroaders underway got as much of a thrill as I did. BRAVO ZULU!

If I may, I would like to put in a plug for another model railroad layout. For you Southern Californians, Balboa Park in San Diego offers a layout under the Sports Hall of Fame. Again, thank you for printing a wonderful article.

—PO1 J.M. Cunningham, MAG 39, Camp Pendleton

Reunions

• **VPB-101**—Planning a reunion in Minneapolis, Minn., for shipmates who served at Los Negros, Owi, Morotai in 1944-45. Contact George H. Martin, 123 Forest St., Danvers, Mass. 01923; telephone (617) 774-1528.

• **USS Salisbury Sound (AV 13)**—Planning a reunion. Contact Don Wade, 560 Campbell Hill, Marietta, Ga., 30060; telephone (404) 426-7883.

• **NROTC unit at UCLA**—Establishing a UCLA NROTC alumni association. Alumni who received a commission in the Navy or Marine Corps and would like to be a member of the association, contact Commanding Officer, NROTC Unit, UCLA, 405 Hilgard Ave., Los Angeles, Calif. 90024; telephone (213) 825-9075.

• **Fleet Mine Sweeper AM 124, USS Threat, 1942-45**—Planning a reunion. Contact Miller E. Brubaker, 1413 Moss St., Reading, Pa. 19604; telephone (215) 376-7778.

• **1986 Annual Navy/Marine Air Traffic Control Symposium**—March 25-27, 1986, San Diego. Contact ACCS R.G. Moody or AC2 D.R. Gasparro; Telephone (A) 951-6927 or (C) 619 437-6927.

• **Headquarters & 314th Fighter Squadron (World War II)**—Reunion April 4-6, 1985, Orlando, Fla. Contact Eugene Rouse, 122 Sheraton Road, Syracuse, N.Y. 13219.

• **American Ex-POWs, Dept. of Washington**—Reunion April 25-27, 1986, Bremerton, Wash. Contact Ray Merritt, 6725 Regency Ct. S.E., Port Orchard, Wash. 98366; telephone (206) 876-9465.

• **USS Shannon (DM 25)**—Planning a reunion for crew members from World War II. Contact Robert J. Martin, 7008 Cresthaven Drive, Glen Burnie, Md. 21061; telephone (301) 761-4625.

• **U.S. Naval Test Pilot School**—Reunion April 26, 1986, NAS Patuxent River, Md. Contact Lt.Cmdr. Ken Reightler, U.S. Naval Test Pilot School, Naval Air Test Center, Patuxent River, Md. 20670-5304; telephone (301) 863- 4107.

• **USS Cowell (DD 547)**—Reunion May 4-8, 1986, Las Vegas, Nev. Contact Jake Jacobs, P.O. Box 6822, Lincoln, Neb. 68506; telephone (402) 489-7350.

• **USS Trenton (CL 11)**—Reunion May 6-8, 1986, Long Beach, Calif. Contact F.O. Spencer, 3403 Lees Ave., Long Beach, Calif. 90808; telephone (213) 425-0188.

• **VPB 116**—Reunion May 6-10, 1986, Pensacola, Fla. Contact Philip W. Smith, 1100 L St. N.W., Suite 11504, Washington, D.C. 20573; telephone (202) 523-5712.

• **USS Jenkins (DD 447)**—Reunion May 9-11, 1986, Lincoln, Neb. Contact Donald Haas, 5711 Wilshire Blvd., Lincoln, Neb. 68505.

• **South China Patrol Association (USS Asheville, USS Sacramento, USS Tulsa and others)**—Reunion May 1986. Contact Eugene Mayer, 29 Washington Square N, P.O. Box 3064, Salem, Mass. 01970-3064.

• **USS Raleigh (CL 7)**—Reunion May 15-17, 1986, Denver. Contact J.R. Loftis, 11714 E. 2nd Ave., Aurora, Colo. 80010; telephone (303) 343-1101.

• **Biannual Old Timers Reunion, NAS Squantum/NAS South Weymouth**—Reunion May 24, 1986, Randolph, Mass. Contact William Horsch, 1007 Union St., Rockland, Mass. 02370; telephone (617) 878-3053.

• **USS Sigourney (DD 643)**—Planning a reunion, spring 1986, for crew members who served between June 1951-October 1952. Contact Ralph Haflin, 116 McFadden Road, Apalachin, N.Y. 13732.

• **USS Buckley (DE 51)**—Planning a reunion, spring 1986, for World War II shipmates. Contact J.H. Farrell, 24 Krug Court, Loudonville, N.Y. 12211.

• **USS Belleau Wood (CVL 24) and attached air groups**—Reunion May 27-June 1, 1986, Las Vegas, Nev. Contact Richard D. Fread, P.O. Box 846, Annandale, Va. 22003; telephone (703) 642-5670.

• **USS Portland (CA 33)**—Reunion May 27-June 1, 1986, Las Vegas, Nev. Contact USS *Portland* Reunion Association, P.O.Box 515191, Dallas, Tex. 75251-5191.

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A firefighting student prepares to fight a fire at the Fleet Training Center's Shipboard Firefighting School in Norfolk.



UNITAS at Roosevelt Roads • Page 18

ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 1986



Aegis cruiser joins fleet—Extensive at-sea testing of USS Valley Forge (CG 50) and its Aegis system was completed last fall, and the ship was commissioned January 18. The Aegis weapons system is already at sea in the Navy Fleet aboard three other guided missile cruisers, USS Ticonderoga (CG 47) and USS Yorktown (CG 48) in the Atlantic Fleet, and USS Vincennes (CG 49) in the Pacific Fleet. CG 50 joins USS Vincennes in the Pacific Fleet. Ingalls Shipbuilding photo.



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ALL HANDS

MAGAZINE OF THE U.S. NAVY
MARCH 1986—NUMBER 828
63rd YEAR OF PUBLICATION

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NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service, Wifeline* and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 325-0495; AUTOVON 221-0495 for editorial; (202) 695-1884, AUTOVON 225-1884 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Rm 2E329 Pentagon, Washington DC 20350-1200. Other correspondence and submissions to *All Hands*, NIRA Print Media, Rm 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

Covers

Front: "Mercy Ship," painting by Joseph Hirsch, courtesy of Navy Art Collection. See page 16.
Back: "Martin Bomber," painting by Vernon Howe Bailey, courtesy of Navy Art Collection. As a salute to the 75th anniversary of naval aviation, April *All Hands* will feature artwork dedicated to Navy aircraft and pilots.



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Historical look at launchings, christenings and commissionings

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Living to eat

When Don joined the Navy seven years ago, he weighed 170 pounds. In those seven years, he managed not only to wear out the hinges on his refrigerator, but to almost double his weight, much to his—and the Navy's—dismay. Don's obesity was going to ruin his Navy career. He was living to eat, not eating to live.

He was faced with a choice: get kicked out of the Navy or attend the Compulsive Overeater (COE) program in Norfolk. He knew he needed help and, after some soul searching, chose the Norfolk program. It was no easy decision. After all, the "fat farm" was one of the evilest kinds of hell. They starve people there and PT them until they drop and drown in pools of their own sweat. At least that's what Don had heard from the "know-it-alls" aboard his ship. As usual, the "know-it-alls" didn't.

The Compulsive Overeater program at the Alcohol Rehabilitation Center in Norfolk is dedicated to treatment, not torture. The six-week-long program was established in 1984 because the Navy realized that for many overweight people, obesity is only a symptom, not the real problem.

According to Lt. Stephen A. Barton, MSC, the former coordinator of the overeaters treatment program, being overweight doesn't necessarily mean you are a compulsive overeater.

"Compulsive overeaters have a personal relationship with food," Barton said. "Food is more to them than just nutrition and energy, it is a friend. They turn to food when they are feeling bad, much as alcoholics or drug addicts turn to their substance of choice to help them change the way they feel. It has a drug-like effect. Food calms them when they are nervous or upset, just like a tranquilizer. They can predict that food will make them feel better, but they often overeat and then they feel guilty, so they eat again to feel better. It's a vicious circle. They need to learn to deal with life in a healthy way rather than a self-destructing way. It requires treatment and a road to recovery."

The road to recovery at COE is paved with the 3-0-1 food plan: three sensible meals a day, zero snacking and zero refined sugar and one day at a time.

One of the first questions asked by patients is "how can I lose weight if I eat three meals a day?"

"Overweight people are notorious for skipping meals," Barton said. "The only problem is that when they *do* eat, it's from 6 p.m. until bedtime."

The patients at COE eat their meals at the base galley. There is no special diet. They eat what they want. As a matter of fact, "diet" is a bad word at COE. Eating sensibly is the key. Dieting is a short-term approach because once an overweight person meets a dieting goal, he goes back to his old ways. Diets are also unsuccessful because they are so hard to stay on.

"The 3-0-1 food plan works because it is sensible," Barton said.

It would be much simpler if you could say to these overweight people, "stop eating." But that is the fine line that separates compulsive overeating from alcoholism or drug abuse: You can't abstain from food. You have to eat. Thus, overeating is an insidious problem.

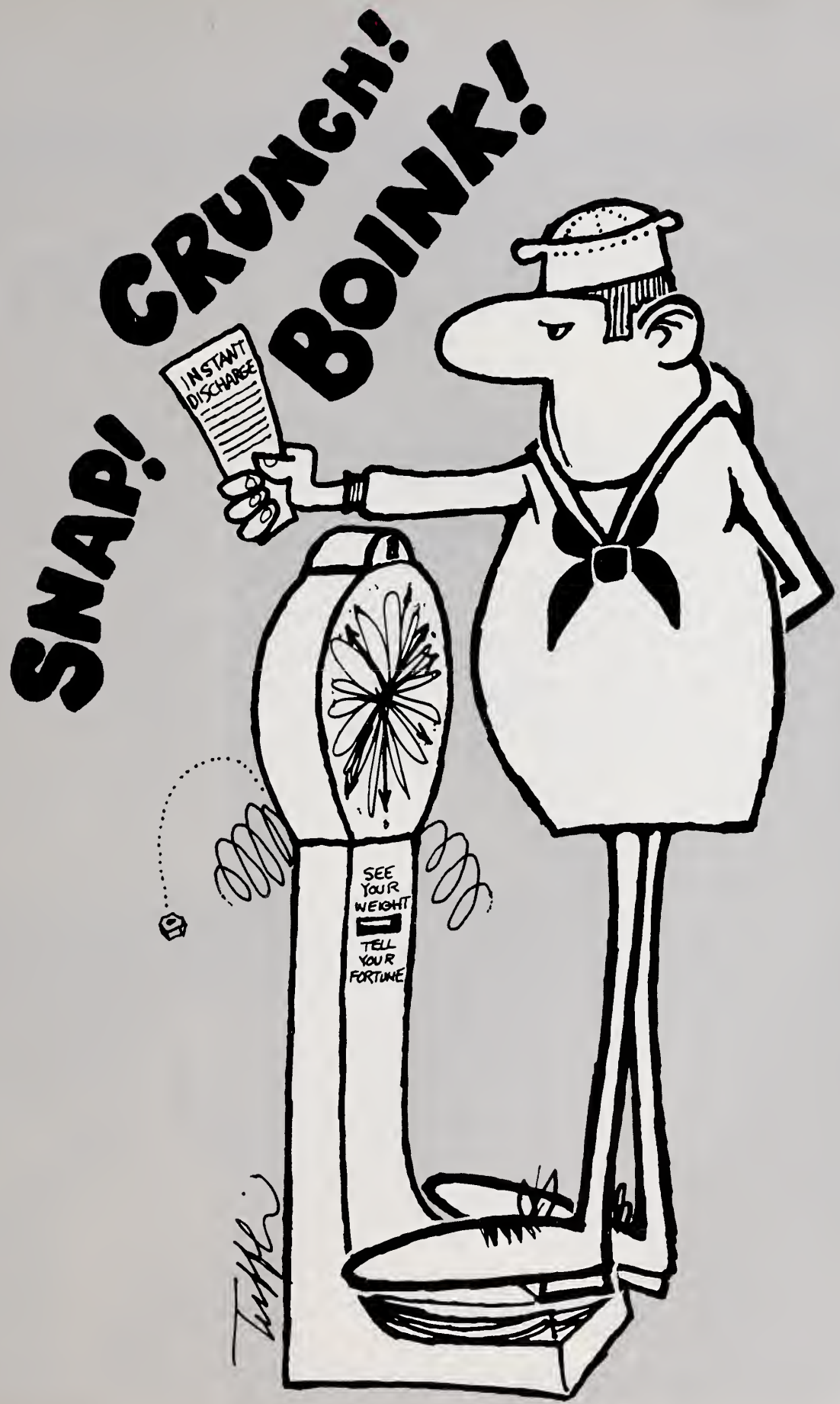
But controlling the amount of food you eat is not enough. Aerobics is the other piece in the puzzle. Patients are required to participate in some form of aerobic exercise every day. They can choose from group aerobics, racquetball, running or weightlifting. The key is to find some form of aerobic exercise that they will stick with.

"If they control the overeating and do the aerobics, the weight will take care of itself," Barton said. But, the focus at COE is not simply on weight loss because those numbers are just an indicator. In fact, patients are weighed on the scales with their backs to the indicator so they can't see how much weight they are losing. For the curious, average weight loss for COE patients is 15 lbs. But according to Barton, "the amount of weight loss is actually insignificant. Motivation and commitment to recovery are really much more important."

"Most people come here externally motivated. They face getting kicked out of the Navy or held up on their advancement because of their weight. They aren't here for themselves. They are indifferent about the whole program."

"At first, I said 'get me out of here,'" Don said. "By the second week, you say 'I belong here because I really do have a problem.' Willpower alone is not going to do it. Compulsive overeaters have lots of willpower. You try everything to lose weight and it doesn't work. If nothing else, you develop willpower.

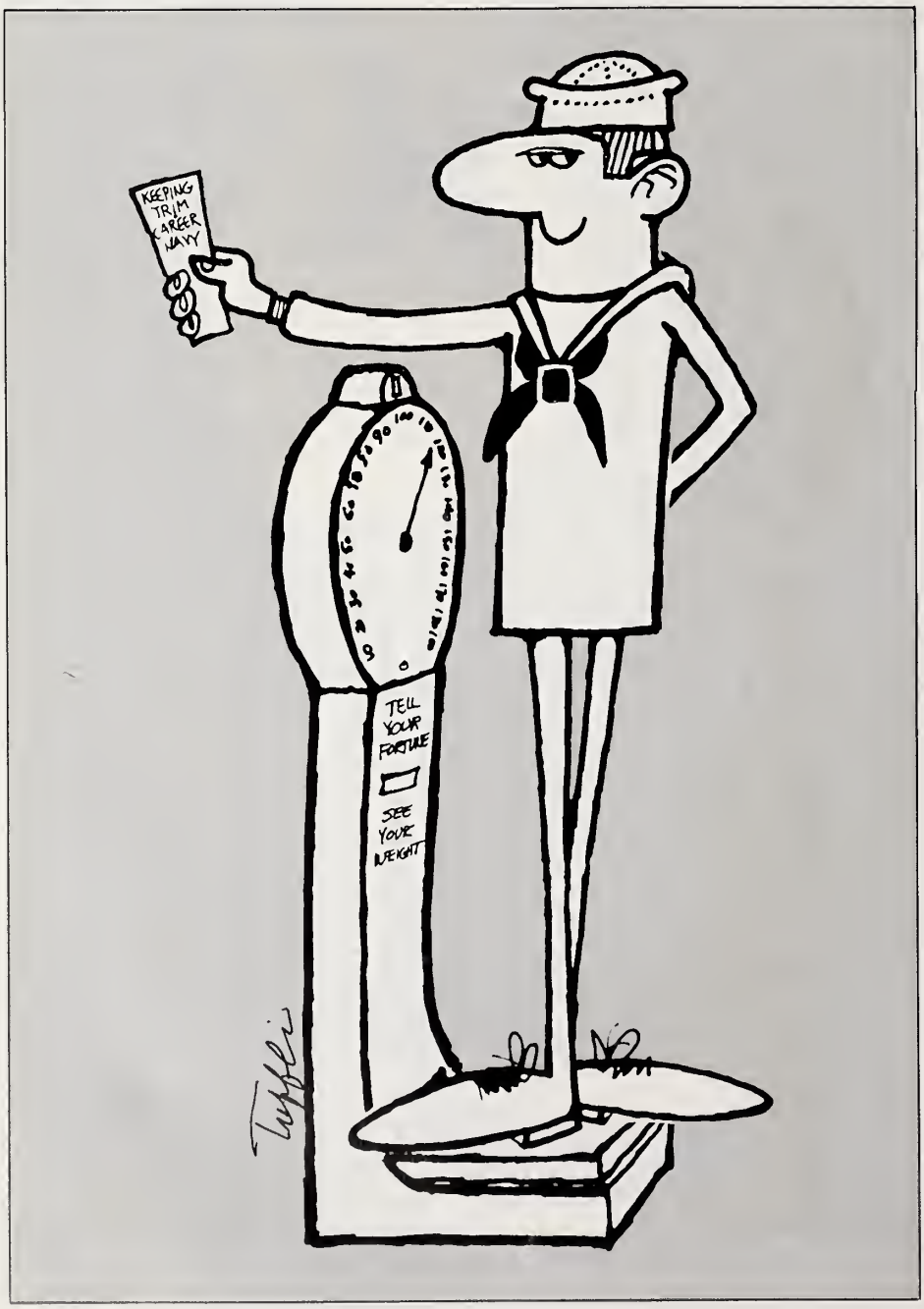
"The great thing about this place is


SNAP! CRUNCH! BOINK!
INSTANT DISCHARGE
SEE YOUR WEIGHT
TELL YOUR FORTUNE

that you can let down all your walls here and find out why you have these walls in the first place. I have a lot more self-esteem now than I ever had," Don said. "I like the feeling. You get as much out of the program as you put into it."

Learning about yourself in order to develop self-esteem is where group therapy helps. Affectionately called "the womb," the room where Group 3 meets daily has posters of Garfield the food-loving cat tacked on all four walls. They offer the viewer such quotes as "I'm not overweight, I'm undertall," or "I'm not fat, I'm just big-boned," or "My tastes are simple . . . Insatiable, but simple." Not too surprisingly, the group is known as "the Garfield group." A small refrigerator sits in the corner, filled entirely with diet soda.

A half-dozen patients sit in a circle and talk about their progress. Vern, a patient in his fourth week at COE, admits he has been a compulsive overeater for many years. "I'm getting to the point where I can leave some food on the plate and walk away. That's something I was never able to do," he said. Bob, a newly arrived patient, seems uncomfortable. "I want a brownie. I got sugar plums in my head. I'm sweating here. Is this withdrawal?" It's not easy to open up and admit your weaknesses in front of people, but that is when real progress is made.



"Being overweight produces a lot of denial," Barton said. "Overeaters are notorious for not looking in the mirror. They don't like themselves because they are obese. They know how people see them. There is a stigma attached to obesity. They don't want to overeat. They feel guilty and ashamed when they do. They just can't control it."

Lack of knowledge about compulsive overeating in the fleet is a sore point with the patients here. They talk about standing inspections aboard ship. "Naturally they would tell you to lose weight," Vern said. The problem is that they always embarrassed you in front of everyone, tried to humiliate you. That doesn't motivate me, that just turns me off."

The patients at COE learn they can't battle it alone. They have to reach out for help. Seeking out help is not considered a weakness at COE, it is considered a strength. "We help them deal with life in a constructive way," Barton said. "Instead of turning to food, they should turn to a person."

Patients are required to attend Overeaters Anonymous (OA) meetings out in the community every evening while at COE. This is because the treatment program accounts for only 15 percent of recovery. Aftercare accounts for the other 85 percent. "The most significant thing is for patients here to leave feeling better about themselves, to learn that they are good people," Barton said.

Cmdr. Tom Leach, commanding officer of ARC Norfolk, said "We don't beat them with rubber hoses. We just restore their human dignity and put 'em back to work."

—Story by PH1 Perry E. Thorsvik

Getting into the Mardi Gras spirit

'Krewe of Wrecks'

Story by JO1 Daniel C. Ross

Getting into the Mardi Gras spirit is easy for Navy and civilian people at the Naval Support Activity New Orleans. Holiday parades and other events of the main celebration can be seen from the NSA spaces. For six years, New Orleans military and civilian people have donned costumes, face paint and fanciful crowns to spoof the Mardi Gras tradition with their *Krewe of Wrecks*, a pre-Mardi Gras parade.

The *Krewe of Wrecks* is a spoof of the *Krewe of Rex*, the best-known krewe—or organization—that puts on a Mardi Gras parade. The mysterious Rex reigns as supreme monarch of the celebration and is unmasked only on Mardi Gras day.

NSA New Orleans established its *Krewe of Wrecks*, a unique revelry, in 1980 with floats and a king and queen to rule all they survey.

The 1986 *Krewe of Wrecks* King was Cas Jones, who in years past has served as the parade's grand marshal. His regal consort was Queen Alfredia Kindrick. Both are civilian employees of the NSA personal property shipping office.

Grand marshal of the 1986 *Wrecks* spoof was Marine Gunnery Sergeant B.J. Smith, who made his first appearance in the *Wrecks* parade.

More than 30 floats filled the streets of the Algiers base, adorned with decorations and willing riders who tossed beads, necklaces and other "throws" to an eager crowd of spectators.

Navy bands participated in the fun with the same major-league floats they later used in the regular Mardi Gras through downtown New Orleans. □

Two Navy civilians and a Marine Sargeant reigned supreme during the Krewe of Wrecks spoof. Queen Alfredia Kindrick and King Cas Jones ride in style, while Sargeant B. J. Smith walks tall as Grand Marshall. Photos by B.J. Cleary.





Launchings, christenings and commissionings

Putting the ships to sea

"If launching may be likened to birth, and christening to the endowment of individuality, then at commissioning the ship is at the threshold of a productive and rewarding maturity."
—Vice Adm. Edwin B. Hooper,
Former director of Naval History

The launching, christening and commissioning of ships combine to make up a colorful nautical tradition, with particular meanings for each separate ceremony. That tradition can be traced back as far as civilization itself and the political, social and even spiritual overtones of these celebrations have remained surprisingly constant throughout recorded history. Launching (placing the ship in the water), christening (naming the ship), and commissioning (officially placing the ship in active service) are distinct events, but each is a part of the rich lore of the sea.



In ancient times, seafaring people living on the Mediterranean rim launched their ships with religious rituals. The power, vastness and unpredictability of the sea held the earliest sailors in awe. So they sought divine protection for themselves and their vessels. Egyptians, Greeks and Romans called on their gods to protect ships and seamen. For example, the Greeks wreathed their heads with olive branches, drank wine to honor the gods, and poured water on the new vessel as a symbol of their hope that the gods would look with favor on the ships.

As nations and cultures progressed through the centuries, these practices eventually evolved into christening and commissioning ceremonies such as those used in today's Navy.

More than 100 U.S. Navy ships have been launched or commissioned in the past five years, and so we are frequently reminded of this rich nautical heritage.

Rear Adm. John D. H. Kane Jr., director of Naval History, quoting his predecessor, Vice Adm. Edwin B. Hooper,



said, "These ceremonies are benchmarks of abiding importance in the history of a United States Navy ship. One sees in these closely related events a striking parallel to the human experience of those Americans, young and not so young, who man the ships for our nation's defense on the oceans of the world."

"In the name of the United States, I christen thee _____," proclaims the sponsor as she shatters a ceremonial bottle of champagne against the new ship's bow, and the ship glides slowly from its security berth into the water.

This special ceremony of naming a ship has been placed in the hands of women for many years, but women have not always christened U.S. Navy ships. The first known instance of a woman sponsoring a Navy ship was in 1827 when a "young lady of Portsmouth" christened the sloop-of-war *Concord*.

The first identified woman sponsor was Lavinia Fanning Watson, daughter of a prominent Philadelphian. She shattered a bottle filled with wine and water over the bow of the sloop-of-war *Germantown* at the Philadelphia Navy Yard, Aug. 22, 1846. Since then, women have come to sponsor U.S. Navy ships by tradition.

Ship launchings, christenings and commissionings differ not only in their purposes, but also in who holds responsibility for each ceremony. Since the builder



1954—Mamie Eisenhower (far left) christens USS Nautilus (SSN 571), the first nuclear-powered submarine; 1974—Angelique Kidd Smith (lower left) christens USS Kidd (DDG 993) named after her father, Adm. Isaac C. Kidd Jr.; 1979—Anne Armstrong (left) christens the nuclear-powered submarine USS Los Angeles (SSN 688).

owns a ship before the U.S. Navy accepts it for sea trials and commissioning, the builder often arranges the vessel's launching and christening as a single ceremony. The ship's sponsor, however, is chosen by the secretary of the Navy. The Navy has responsibility for the commissioning ceremony.

More than 500 ships are commissioned in the U.S. Navy battle force today, approaching Secretary of the Navy John F. Lehman's projected 600-ship Navy. In recent years, commissionings have become more frequent—and more publicized.

On May 3, 1975, more than 20,000 people saw the commissioning of USS *Nimitz* (CVN 68) at Norfolk, Va. The carrier's sponsor, Fleet Admiral Chester W. Nimitz's daughter, who had previously christened the ship, was introduced. President Gerald R. Ford was the principal speaker.

USS *New Jersey* (BB 62) was recommissioned Dec. 28, 1982, before thousands of people at Long Beach Naval Shipyard, Calif., with President Ronald Reagan as the principal speaker.

The brief commissioning ceremony completes a ship's cycle from keel laying to full active status as a U.S. Navy ship. Regardless of a ship's size or mission, the ship and its crew then stand ready to take their place in America's historic heritage of the sea. □

Christening fluids

Although wine is the traditional christening fluid, numerous other liquids have been used throughout history. *Princeton* and *Raritan* were sent on their way in 1843 with a stronger drink—whiskey. Seven years later, a bottle of brandy was broken over the bow of steam sloop *San Jacinto*. The steam frigate *Merrimack*, which would earn a special place in naval history, was christened with water from the Merrimack River. Adm. Farragut's famous Civil War flagship, the steam sloop *Hartford*, was christened by three sponsors—two young ladies broke bottles of Connecticut River and Hartford spring water, while the third sponsor, a Navy lieutenant, completed the ceremony with a bottle of sea water.

Champagne—the aristocrat of wines—became popular as a christening fluid at the close of the 19th century. A granddaughter of Secretary of the Navy Benjamin P. Tracy wet the bow of *Maine*, the Navy's first steel battleship, with champagne at the New York Navy Yard, Nov. 18, 1890.

Prohibition brought some changes to ship christenings. For example, cruisers *Pensacola* and *Houston* were christened with water, and later a submarine was christened with cider.

The battleship *California* appropriately received its name with California wine in 1919. Champagne returned in 1922 for the launch of the light cruiser *Trenton*.

Perhaps the most unusual ceremony took place without any water, whiskey, wine or champagne. When the wife of President Herbert Hoover christened the dirigible *Akron* in 1931, the airship floated high above her and the crowd. The first lady simply pulled the cord which opened a hatch in the airship's nose to release—of all things—a flock of fluttering pigeons. □

A new way to shape up





What would it take to get you into the base gym more often? What if it were set up like the fitness centers you see advertised on television: wall-to-wall carpet and floor-to-ceiling mirrors, the latest exercise equipment and a professional staff to help turn dreams of tighter tummies and beefier biceps into reality?

Well, such a facility soon may be available to you at your base, *if* a new recreational concept catches on Navy-wide, and *if* you're willing to pay the price.

The concept is "membership fitness clubs" and, according to recreation professionals at the Naval Military Personnel Command in Washington, D.C., the few commands who already have these clubs are providing fitness centers on base that are comparable to those found in the civilian community.

What makes this program unusual from a Navy standpoint is that sailors wanting to use these facilities are charged membership fees. Collected and managed at the command level, the fees generate funds for purchasing the latest exercise equipment, hiring professional staffs and building or upgrading facilities. The average fee at a club plan facility is between $5 and $10 per month.

But what about those who are unwilling to pay a price to stay in shape?

Recreation programs adopting the membership fitness club concept will continue to offer patrons a separate facility with the basic line of exercise equipment currently found in most Navy gyms at no charge.

"There are a certain number of people, however, who want a little bit more and who are willing to pay for it," said Dr. Bill Fleming, director of NMPC's physical activities branch. "Those are the people the club plan is for."

In these times of budgetary uncertainty, an idea like membership fitness clubs was probably inevitable. The standard line of fitness equipment NMPC purchases for Navy recreation centers costs $30,000 to $35,000. The line of



Pax River sailors can enjoy the latest in equipment and facilities at the NAS membership fitness club.

exercise equipment that many sailors would prefer using costs $50,000 to $60,000. Membership fitness clubs should help bridge the financial gap between what sailors want and what the Navy can afford.

The recreation program at the Naval Air Test Facility at Patuxent River, Md., opted for a membership fitness club about a year ago. With an initial grant and technical advice from NMPC, staff members turned an unused storeroom into the Pax River Nautilus Fitness Center—a modern 11-station weight training room with the latest designer touches, right down to lush green houseplants. The project took five months to complete, and business has been booming since the center opened.

"The fitness center regenerated the physical fitness program out here," said Hal Willard, the base athletic director. "Within 30 days we had peaked out at our original goal of 300 members and people were still coming. We've since increased our membership to 400."

Hospital Corpsman 1st Class Sandie Doyle, a member for three months, thinks the fitness center is one of the best things that has ever happened at Patuxent River. "I looked at a health club out in town, but it wasn't as nice as this and this is much more convenient," she said. "And you certainly can't beat the price."

Memberships at the Pax River center cost $8.00 per month for E-7s and above and $6.00 per month for E-6s and below. Six-month and annual memberships offer even lower rates. A comparable fitness center in the civilian community could cost several hundred dollars a year.

Membership fitness clubs just may be the way of the future for Navy recreation programs, especially considering the increased emphasis the Navy has placed on physical fitness in recent years. Physical fitness test results are included in performance evaluations, and those tests are now required twice yearly. "Sailors have to be more fitness-conscious, because that's the way the Navy is going," said Willard.

According to NMPC, Navy spending for physical fitness equipment has grown steadily since 1982. Dave Ranson, director of NMPC's Recreational Facilities branch, said NMPC funds have also been used to build or upgrade fitness facilities.

"More than $8 million has been either spent or programmed in FY85 and FY86 at the headquarters level to support the construction and renovation of 52 physical fitness-related projects," he said. "Seventy percent of that spending is for repairing, rehabilitating and upgrading existing fitness facilities."

Navy recreation professionals estimate that by 1990 about half of all Navy bases will have renovated or new facilities. These efforts, however, only serve as a foundation when the goal is to develop modern on-base fitness centers.

"Anybody can be granted money to buy equipment, but the membership fees allow us to go a step further and provide a service to the members. For us that meant a nice environment and a professional staff," said Willard. "Without proper supervision, people can easily injure themselves and damage the equipment."

Money provided by membership fees allowed Willard to hire Doris Herring who is a certified Nautilus instructor, a fitness and aquatics instructor, a competitive powerlifter, and a member of the National Strength and Conditioning Association. She sees the modern equipment available through membership fitness clubs as an excellent tool for getting people interested in overall physical fitness.

"There are a lot of people who use the fitness center who would have never walked into a gym otherwise," says Herring. "From here we try to get them interested in the other facilities at the recreation center."

Those other facilities—which were available long before the fitness center, and do not require a membership fee—include a swimming pool, weight room, bowling alley and pro shop, locker rooms, saunas, a volleyball court, racquetball and basketball courts, and an information, tickets and tours office.

"Only a few bases currently offer the club plan, but interest seems to be growing," said Willard. "Representatives from a few commands have come down to look at our facility, and they were impressed."

One of the key benefits of membership fitness clubs, Willard likes to point out, is the pride it generates among members. "Compared to our weight room, which is open to everybody free of charge, the fitness center is immaculate," he said. "When people are paying for something with their own money they're not going to abuse it."

—Story and photos by JO1(SW) E. Foster-Simeon

A clear call...

CNO outlines personal



If the Navy is to survive declining resources and increasing defense commitments into the 1990s and beyond, it must begin today to build the force of quality sailors it will need in the future, according to Chief of Naval Operations, Adm. James D. Watkins.

"By 1994, the Navy will be 24 percent below the manning levels we had just five or six years ago," Watkins said. "We will need to man the 600-ship Navy with the personnel resources available . . . so we must increase the numbers of qualified young people in this country . . . bring more young people up to their full potential and hope that we can encourage them to aspire to come into the Navy—so that they can be the best. We want these people to look at the Navy and say, 'I want to be part of that.'"

That's the foundation for Watkins' new personal excellence and national security program: a clear call for a commitment from every sailor ashore and at sea to excel in education, health, fitness and ethics. The CNO has called on Navy men and women to set the pace and become role models for the rest of the country, and to encourage the nation's young people—through volunteer programs, by personal example and with direct encouragement—to strive for excellence in their own lives.

"The sailors in our Navy have brought that Navy to the highest level of readiness we have ever seen," Watkins said. "It's not the hardware, it's not modernization, it's not the equipment—it's the sailors themselves. We are now at a plateau that is very high, but we can go one more mile to a higher plateau . . . . We have the spirit, the talent, the retention, and we have the overall potential to be the very best."

Faced in the last decade with drug and

excellence program

alcohol abuse, and declining performances in education, physical fitness, and ethical responsibilities, the nation—and the Navy—have recently begun to turn to a more positive lifestyle, Watkins said. The recent "pride and professionalism" emphasis laid the kind of foundation for the Navy that Watkins thinks was needed. The "personal excellence" program will build on that foundation not only to take the Navy a step higher, but help upgrade the Navy's future resources as well.

"Out in that country of ours is a mass of young people who, for whatever reasons, have not been given the opportunities that are really there," Watkins said. "They come from broken homes, they come from economically deprived areas, they come from schools that have not given them a fair shake. They come to us with high school diplomas and yet they sometimes can't read . . . .

"Many of our high schools lack physical fitness programs, and of those that do, they barely spend *20 minutes a week* on physical exercise!" he said.

"We have to pick up the pieces as best we can, not because we're going to impact that much on the United States as a whole, but because we need to supply the 600-ship Navy with personnel resources to match our needs."

Watkins cited several Navy programs already in progress that fall in line with the personal excellence program: the Saturday Scholar program, the youth fitness program, and the special math and science program. "Now is the time to capitalize on our high national level of motivation and make the next move, which is to bring lots more young people up to their full potential."

The way to do this is through various programs targeted at the nation's young people, according to Watkins. He pointed out that volunteers—Navy men and women, their spouses and dependents, and retired military people—can help by getting young people motivated to become qualified to join the Navy. Programs envisioned include efforts to help students receive quality education and greater fitness training, he said.

"We can help them come up in their schoolwork, help them come up in their physical fitness programs, help them sense an ethically proper atmosphere . . . and we can do it with minimum expenditure of public funds and maximum volunteering."

Watkins said that by encouraging Navy volunteers to provide off-hours instruction, and by making Navy facilities available, "We can make a significant impact on the well-being of American young people, and on the future of America itself."

Now that the Navy has come to grips with the problems of the last decade, it's time to move forward, Watkins said.

"It's time to wean ourselves away from the extreme social rework programs of the past decade, which never really have been a Navy mission, and get on with prevention," he said. "The Navy was in the forefront of alcohol and drug rehabilitation. We set the pace for the private sectors. I want now to look forward to closing the drug and alcohol rehabilitation centers and get the Navy into positive programs of drug and alcohol abuse *prevention*. Individuals with drug or alcohol abuse problems will be encouraged to seek civilian community help, which is much more cost effective for us," Watkins said.

"We are going to be fair. We are going to give everybody a chance. But after a certain point, we'll have to tell them 'The Navy is a better place than you're obviously willing to treat it and you'll have to leave and go do that someplace else.'"

Watkins said he hopes that improvements made in the Navy will mesh with efforts to encourage higher personal standards among those in society from whom the Navy draws its personnel strength, and that the result will be greater personal excellence. The specific goals of the personal excellence program:

—increase the overall excellence of personnel within the Navy and contribute to military readiness;

—expand the pool of those qualified to serve their country by improving education quality, encouraging health and fitness, and strengthening the ethical values of America's youth;

—foster a positive image of the Navy as an organization with a superior set of values;

—capitalize on the Navy's potential to contribute to a national focus on personal excellence.

Striving to be the very best and encouraging others to also strive for personal excellence will have increasing benefits for individual sailors, the Navy and the country—now and in the future, according to Watkins.

"More Americans will come into the Navy because they'll want to be with us, because they'll want to work with us. Senior people aboard our ships—the supervisors, the petty officers—will have a better group of people, even better than they have today, to carry out the tough jobs that we have to do. Readiness will increase again, markedly, as it has done in the last seven or eight years. I think everybody benefits from this: society, the Navy, the individual supervisor, everybody—right down to the deck plates." □

Mail call in Noumea



Story by Philip Duffy

The harbor at Noumea, New Caledonia, has probably the roughest water in the world. I know because I was there at the start of World War II. I was the mail orderly on our ship, a transport that operated without the benefit of a convoy. We would haul anything, anywhere—men and munitions onto a beachhead or wounded to the nearest hospital—and do it in a hurry.

Noumea was a town of sleepy streets, shimmering heat and very little activity. A French colony since the mid-1800s, it used to be a place for felons, murderers, anarchists and other people the French Republic found objectionable. Since the town was small and the activities limited, there was no liberty call. This was probably just as well because a constant breeze blowing out to sea made travel in small boats into town a hazardous and drenching chore. At Noumea, there was only docking space for two or three ships, so most of the ships were loaded and unloaded where they anchored in the harbor.

Whenever we came into harbor and dropped anchor, it was my job to load up the little mail sack with homeward-bound letters and ride the whale boat into town. After one wild trip, I quickly devised a scheme that kept both me and the mail presentable. As soon as I was in the boat, I removed all of my clothes (except my shorts) and put them and the mail sack into a watertight compartment

in the bow of the boat. When you consider we were fighting 10- to 20-foot waves all the way in, this made sense.

Each time we would hit a large wave, the boat would stand on end and then slide down the other side. While hanging on to the gunwale, gasping and sputtering, I developed a great deal of respect for the man who first designed those little boats. Once docked, I would put my dry clothes on, take my sack and trudge through the dusty streets to the Fleet Post Office. The boat crew would lie on the deck and use the heat and off-shore breeze to dry off.

In those days, the FPO was a miserable affair. I was always reminded of Mark Twain's "Please don't shoot the piano player—he's doing the best he can." They were certainly doing the best they could. Because of our constant movement in support of our transport mission, FPO had a hard time tracking us, so we had a breakdown in communications with home. FPO was faced with the tremendous task of trying to organize on a scale that hadn't even been imagined six months before.

The mail office for the entire South Pacific Fleet consisted of two tents. One tent was for registered mail, money orders, and stamps. The other served as living quarters for the men. The mail, piled row upon row in the street, was haphazardly covered with tarpaulins.

This sorry sight did not improve my mood as I approached the tents. For over three months now, soaked, sunburned and dirty, I would trudge to the FPO. I was always disapointed; we never had any mail.

At first the men at the FPO had never even *heard* of my ship. After awhile they got acquainted with me, but it was always the same story, "Sorry, Doc, haven't got a thing for you."

I would trudge back through the dusty, deserted streets, past homes shuttered against the sun, past shops devoid of any merchandise, back to the boat where the crew waited in the broiling sun. The only redeeming factor was that the return trip home would be dry—the wind pushed the spray ahead of the boat for the return journey. As soon as we were in sight of the ship, I would stand up and hold the mail sack upside down, signalling to the lookouts: same old story—no mail.

Coming into the wind alongside the ship, we got drenched again, but who cared—we had no mail—the whole world had forgotten us. All we were doing was fighting a lousy war, so what the hell?

We didn't realize the tremendous logistics problems that had to be overcome to supply a force as big as the one we were building in that area. We didn't know that, because we moved so fast and so often, most of our people knew only where we had been, not where we were, or where we were going. All we knew was that we hadn't had any word from home for three months and we were getting mighty tired of it.

Finally, one day, after a miserable Christmas in New Zealand unloading wounded, we came back to Noumea. I made the same old wet ride, the same old dusty walk in the same old heat. Back to the Fleet Post Office. "My God! What are you doing here?" exclaimed the postal clerk. "We finally got some mail for you, 27 sacks full. We sent it on to New Zealand."

He might just as well have hit me in the stomach. I couldn't even cry. I didn't know whether to take him seriously or not.

Then the other clerk said, "Say, I believe one sack fell behind other mail sacks and was left behind. Do you want me to try and find it?" Jumping over the counter and grabbing his arm I said, "Show me where and I'll help you."

After half an hour of sifting through mail bags, we found it. One lovely sack full of mail. All letters! I had tears in my eyes as I hoisted that sack on my shoulder and ran out. Running down quaint little cobblestone streets, past lovely homes with luxuriant tropical gardens, I waved at children at play and giggled hysterically at the people I passed on the streets. The boat crew, having seen me coming (or had they heard me laughing?) were up and waiting.

"Let's open it" the coxswain said. "Why not," I replied. "The guys on the ship don't know yet and it won't hurt them to wait a few more minutes." Dates on one bundle of letters showed that some were only about a week old. After quickly finding a letter for each member of the boat crew, we sat down to read our first news from home in over three months.

"It's a girl!" I whooped, never stopping to think she was three months old, having been born only two days after I left.

After allowing only a brief moment to think of home, we started the boat up and headed for the ship. As we rounded the point, I stood in the bow of the boat and held the sack as high in the air as I could reach. Even today, I shudder to think what would have happened if I had lost my balance and dropped that sack.

By the time we had pulled up alongside the ship, the rail was manned and there was a crowd at the gangway. Eager hands reached out to steady the bow so I could step across with the sack, like a fat pig, on my shoulder. The executive officer was standing at the top of the gangway with a broad smile on his face—even the Captain, standing on the bridge, was grinning from ear to ear.

In the room which had been set aside—but never used—as a post office, I set to work sorting that mail. As soon as I would get a pile sorted, I would open the window and hand it out to the division chiefs for distribution. Since we spent as much time reading as we did sorting, this went on for hours, with other men coming in to spell me so that I too, could get a chance to read my mail. The chief electrician even brought a fan out of the officer's ward room to blow on me while I worked (it was my little moment of glory).

There never had been a night like it. We didn't sound taps or turn off the lights. After all the mail was read, we exchanged the news with our friends. Finally, after it was all sorted and read and re-read, it was 10 p.m. and I hadn't eaten, so I thought I would scrounge some food from the galley. All over the ship men were sitting with piles of letters. Those who had quite a bit of mail were

sharing it with others who hadn't received as much. As I walked past the sick bay, the door to the operating room was open (we had to do this because of the heat). I looked in and some poor guy had chosen that time to have a ruptured appendix. The entire operating crew, doctors, corpsmen and even the patient (under local anesthesia) were discussing news from home.

Down in the galley, the cook fixed me some scrambled eggs, coffee and toast, with a piece of ham thrown in. All the time he was talking a mile a minute, telling me about the folks back home.

Babies had been born, crops gathered, plumbing fixed and houses painted. It made us feel better to know that somehow, things were moving along at home. Not as good as if we were there, but still it was encouraging to know that life was going forward. It was reassuring to know that despite our fears and worries, there was still a soft, peaceful place that was clean, beautiful and free from fear. We had gone so long without word from home, we were beginning to doubt that it existed.

All the time I was in the service I was thrilled by the sound of "mail call" but there never will be another one like our first mail call in Noumea.

Mr. Duffy was in the Navy from 1936 to 1945. He lives in Belleville, Neb. and has written a series of stories for his grandchildren about his Navy days. "Mail Call in Noumea" *is one of those stories.*

Morale by the ounce

Story and photos by JO1 Dan Guiam

Mail. It can relieve the feeling of isolation aboard a ship at sea. It can add spice to a sailor's otherwise routine days.

On board USS *Kitty Hawk* (CV 63), mail call at sea is always a morale booster for the 5,000 crewmembers—a letter means news from the outside world.

"'Mail' is a magic word, our only link with home," said Mess Management Specialist 3rd Class Brian Bodendein. "It makes my day."

According to Storekeeper 3rd Class Frederick Thomas III, if there's no mail call, "It's like the end of the world—as if no one cares or remembers me. But if I get a letter, it makes me stronger and more able to concentrate on my job, just knowing everything is fine at home."

Mail call on board the 80,000-ton *Kitty Hawk* is usually a daily event. This San Diego-based "floating city" handles about 6,000 pounds of mail a day, half of which goes to the logistic support ships, the "small boys" and other ships in the battle group. When the word is passed aboard ship, everyone gets excited. Up ladders, down ladders, through passageways, and between planes parked in the hangar bays, division mail orderlies race toward the mail handling room in pursuit of news from the "good ol' USA."

"There's usually a line waiting, even before we put out the word," said Postal Clerk 1st Class Randy Rittenhouse, supervisor of the mail handling room. "Once the mail orderlies find out there's mail on board, they anticipate mail call. One person will stand by the distribution window, another one sees him and stands there too, until a line has formed up."

Mess Management Specialist 3rd Class Eric Pickering said, "If you're in the passageway, you can hear people yelling all over the ship. Mail call generates a lot of enthusiasm."

Senior Chief Postal Clerk Frank Hall, the ship's postmaster, has to do his job with extra care to keep everyone happy, not only on board *Kitty Hawk* but for every ship in the battle group.

"We move the mail the safest and most efficient way," Hall said. "The *Kitty Hawk* post office is one big floating mail center. We get all the mail for the entire battle group and sort it out. I'm as eager as the crew is to get the mail out."

For *Kitty Hawk*'s escort ships, their outgoing and incoming mail is handled by "Pony Express"—minus the nostalgic sound of galloping hooves. Helicopters are "ponies" with wings.

Mail from the states addressed to ships in the Indian Ocean carrier battle group travels literally halfway around the globe. It all begins in the Fleet Mail Center in San Francisco (for the Atlantic Fleet, the Fleet Mail Center is in New York) where the mail is consolidated. It is then flown to Manila International Airport, and channeled directly to nearby Clark Air Base. From there it goes on another flight to Diego Garcia, where a postal clerk from the carrier is temporarily assigned while the ship is out.

"US3A *Vikings* from *Kitty Hawk* fly in just about every day to pick up and

Postal Clerk Second Class Patrick R. Birkett makes sure all incoming mail is handled properly.



drop off mail," Hall said. "An A-3 *Skywarrior*, much larger than a *Viking*, also makes a run there twice a week or so."

The mail is also routed to any ports the ships in the battle group visit.

"Normally, mail call goes down two hours after we receive mail on board," Hall said. "We first sort out personal letters and other first class mail, then packages and magazines. If we don't have mail for a few days due to logistical problems or mechanical trouble with our planes, we'll have mail call twice or maybe more—it's a morale booster."

Postal Clerk Seaman Richard Yontz said, "If there's no mail, people often ask me why. I find myself repeatedly explaining how the mail system works. On the other hand, they tell me how happy they are if they receive mail, and that makes me happy, too. Sometimes they even share their cookies from home with us. The smiles on their faces definitely make me feel a lot better about myself and my job."

But handling mail is only a part of the *Kitty Hawk* mailmen's myriad tasks. Like their civilian counterparts, they sell stamps, money orders, stamped envelopes and cards, and process all outgoing mail.

Kitty Hawk's post office is open for business from 9 a.m. to 8 p.m. daily at sea.

"On paydays and the day after, our windows are manned continuously to handle the large volume of requests for stamps and money orders," Rittenhouse said. "We average about $98,000 in money order sales on those days."

The tremendous workload keeps *Kitty Hawk* postal clerks busy and working practically around the clock. Nonetheless, they all claim it's well worth it to follow the ship's motto: "Be Proud. Be Professional. Press On."

And a ship at sea in the middle of nowhere naturally relies on mail to keep everyone happy. For someone thousands of miles from home, an ounce of mail is worth a pound of gold. □

Guiam is assigned to the 7th Flt PA Rep., Subic Bay, R.P.

DOD postal system

"Join the Navy and see the world"—and hundreds of thousands have, putting Navy people all over the planet, from Diego Garcia to Adak. Keeping these far-flung sailors in touch with home would give any self-respecting postman gray hair, if it weren't for the Military Postal Service Agency (MPSA).

As the single DOD manager for all postal matters, MSPA is responsible for seeing that letters from loved ones (as well as bills, tax notices and all other properly addressed mail) reach those sailors, soldiers and airmen stationed around the world.

In addition to delivering personal mail, the joint-service agency develops policy for all Department of Defense official mail handling.

Approximately 1,100 military postal facilities in 55 countries work together to ensure timely delivery of some 110,000 tons of mail each year.

Mail enters the MPS system only after it has reached a "gateway" through United States Postal Service (USPS) channels. The gateways are located in New York and San Francisco, with satellite units in Seattle, Chicago, Miami, Jacksonville and Washington, D.C.

At the gateway, USPS personnel sort the mail. Following MPSA routing directions, USPS ships the mail overseas on a U.S. or foreign commercial airplane, a U.S. military airplane or a ship contracted through the Military Sealift Command. Once mail arrives overseas, it is processed at an Aerial Mail Terminal, Military Mail Terminal or Fleet Mail Center, depending on the service of the addressee. According to a routing schedule published by the MPS field activity serving that area, the mail is then delivered to the individual service member.

Before MPSA, each service had its own postal organization and transportation system. In June 1977, a Logistic Management Institute study found inefficiency and duplication of effort in military mail handling and recommended that DOD have a single mail manager. MPSA was tasked with providing joint-service standardization of policies and procedures. Each individual service continues to command and operate its own postal facilities, following the guidelines set down by MPSA.

Over the last five years, MPSA has been able to speed up mail delivery by streamlining the old mail processing and transportion systems.

Under MPSA, the military postal system has begun to standardize facilities, equipment, staffing and training. Postal personnel of all services are now trained at the Interservice Postal Training Activity, Fort Benjamin Harrison, Ind. In addition, a Postal Supervisor's course was instituted at Fort Benjamin Harrison in February of 1984.

Through liaison between commercial air carriers and various government agencies, MPSA has been able to reduce mail transit time and provide back-up airlift delivery. This is important during Christmas, the peak mailing season.

Wherever you are in the Navy's world, the Military Postal Service Agency is working around the clock to get your mail to you on time, so you can "see the world"—without missing your mail.

More information on the Military Postal Service is available at your local fleet post office. □

—Story by JO2 Lynn Jenkins

Mercy afloat . . .

Throughout history great naval battles have been fought in waters far from the combatants' home ports. In fact, the ability to project sea power far beyond its own shores has become a crucial measure of a nation's might.

As faster ships and more powerful weapons were developed, the need to care for the victims of war, wounded or shipwrecked great distances from the nearest hospital, became even greater. Since the ancient Greek and Roman empires, hospital ships have sought to fill that need.

Hospital ships followed many of the world's fleets and armies into battle throughout the Middle Ages and into the 1800s, carrying doctors and medicine to the casualties instead of vice versa.

However, the care provided by these ships was often sadly limited. Tobias Smollett, a surgeon's mate who sailed with Admiral Vernon's Royal Navy fleet in 1741, wrote that the wounded "languished in want of every (necessary) comfort and accommodation . . . and nothing was heard but (groans and) lamentations, and the language of despair, invoking death to deliver them from their miseries."

Soldiers and sailors continued to suffer from lack of proper medical care in battle until after the Crimean War of 1855-56. By some accounts, 10 British troops in the Crimea died from disease for every one killed in combat. The resulting public outcry prompted Henri Dunant to form what became the Red Cross, and a special British military commission later recommended that hospital ships accompany all future expeditions.

The American military's use of hospital ships began a few years later, during the Civil War. After floating a few makeshift hospitals early in the war, the Union army converted the side-wheeler *Red Rover*, recently captured from the Confederacy at New Orleans, into a fully equipped medical facility in 1862. Transferred to the Navy with the Western Gunboat Flotilla that October, *Red Rover* was commissioned Dec. 26, 1862.

Carrying a crew of 12 officers, 35 enlisted and around 70 medical personnel, the 786-ton *Red Rover* was described at the time by Army Quartermaster Capt. George Wise as "the most capable thing of its kind ever floated." Wise wrote that the vessel boasted "gauze blinds to the windows to keep the cinders and smoke from annoying the sick . . ., two water closets on every deck," an elevator and special amputating rooms. The holds could carry 300 tons of ice and two months' worth of provisions for the crew, with medical supplies for 200 patients.

Red Rover sailed the Mississippi River from Cairo, Ill., to New Orleans until the war was over. When sold at public auction in November 1865, the ship's log showed 2,947 patients treated in three years.

The United States was next drawn into combat in the Spanish-American War in 1898, and hospital ships were once again needed. USS *Relief*, first of that name, was a converted passenger liner, and was used by the Army as a "floating ambulance." The Navy transformed the 377-foot steamer SS *Creole* into the 200-bed hospital ship USS *Solace* (AH 2) in only 16 days.

Solace was the first U.S. Navy ship to fly the Red Cross flag. The ship shuttled sick and wounded servicemen from Cuba to New England ports until the war was over, then left on a voyage around the world. In 1899 the ship visited Europe, Asia and Hawaii, arriving at Mare Island, Calif., May 27. After cruising between Mare Island and the Far East for five years, *Solace* was decommissioned. Recommissioned in 1908, the ship under-



Civil war hospital ship, the side-wheeler Red Rover.

a Navy tradition

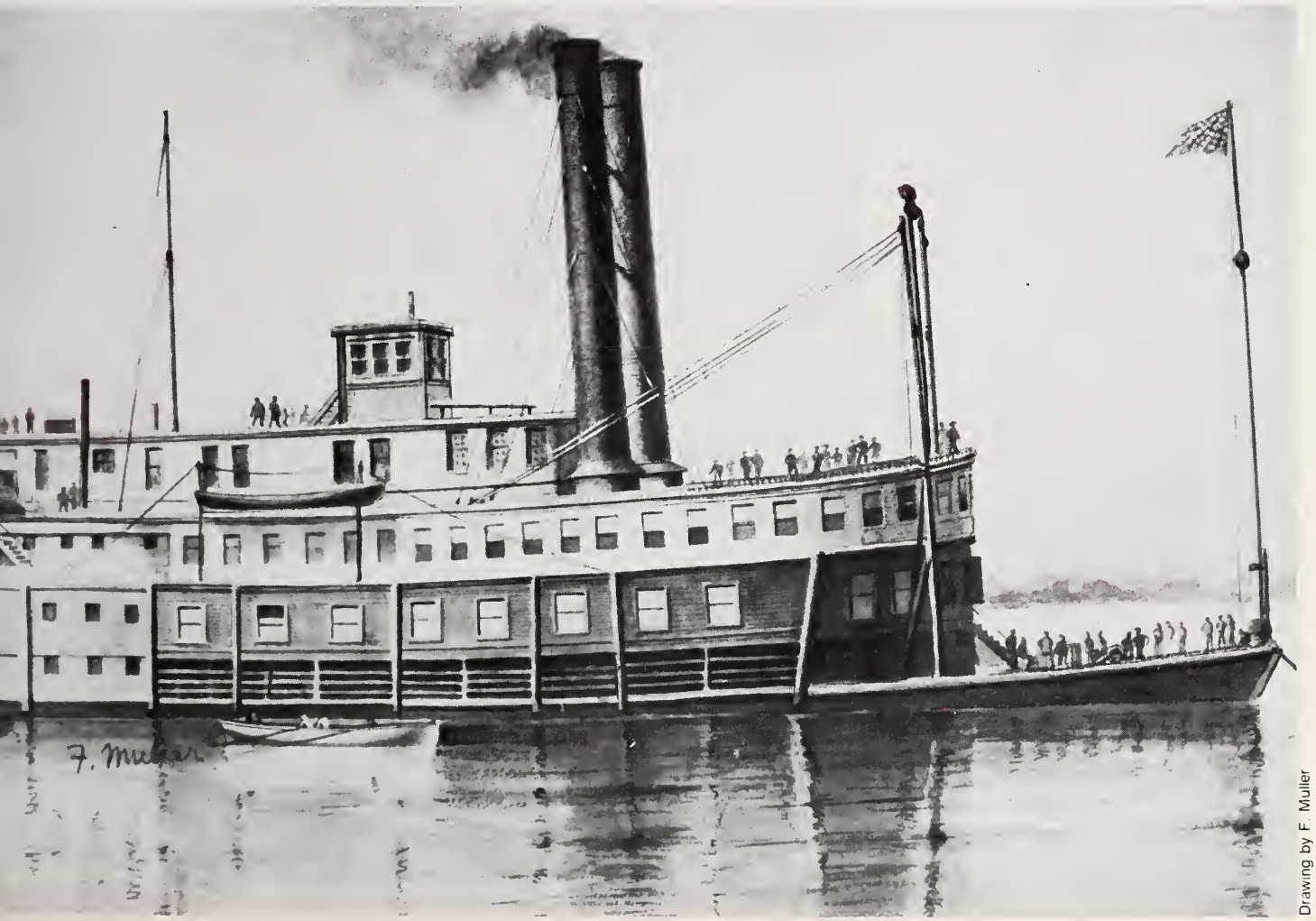
went major modifications in 1909 at Charleston, S.C.

At Charleston the superstructure was enlarged, but then *Solace* tended to roll too much to carry patients comfortably. To counteract this, the superstructure height was reduced and, according to one account, 200 Civil War cannon were embedded in concrete in the hull, making *Solace*, a hospital ship "the most heavily gunned (ship) in the Navy."

Meanwhile, the Navy had acquired USS *Relief* from the Army in 1902. But it lay idle until 1908 while factions within the Navy bureaucracy argued over whether the ship should be commanded by a line officer or a medical officer. It was feared that hospital ships could lose protected Geneva Convention status if a line officer were in command.

That view prevailed, and, in 1908 the 195-bed *Relief* joined the Great White Fleet at Magdalena Bay, Mexico, under the command of Surgeon Charles F. Stokes, inventor of the Stokes litter and later Surgeon General of the Navy.

To keep its noncombatant status, *Relief* carried a civilian sailing master and crew. Medical innovations peculiar to this vessel included a 30-cot, insect-proof



Drawing by F. Muller

isolation ward and two padded cells.

The hospital ship stayed with the 16-battleship fleet as it sailed through the South Pacific, but was sent to Manila for repairs after taking a 55-degree roll in rough seas. *Relief* prepared to return to Mare Island without escort or radio for overhaul.

In spite of an approaching typhoon, Stokes refused to delay the departure, and, once under way, overruled his sailing master when advised to lay to, out of the path of the storm. The consequences of Stokes' stubbornness bore out the fears of those who had advocated line command of hospital ships.

The night of Nov. 18 brought 60-knot winds. The barometer fell to 28.1. The engine and the generators failed, leaving *Relief* at the mercy of the storm. Although no lives were lost, the ship was deemed unseaworthy after limping back into Manila Bay 10 days later.

The first USS *Relief* served out its days in the Navy as a stationary floating hospital at Olongapo, Philippine Islands. The vessel was decommissioned in 1910, and its name was changed to *Repose* in 1918.

In the final months of World War 1, two more hospital ships, USS *Comfort* (AH 3) and USS *Mercy* (AH 4), joined *Solace* in the Atlantic Fleet. Overall, more than 200 such vessels were used by the World War 1 combatants, marking the first large-scale use of hospital ships in history.

The Allies lost 16 clearly marked hospital ships to enemy attacks, despite their "guaranteed" immunity. To prevent further losses, all hospital ship markings were removed and the ships were run in convoy.

None of the American hospital ships arrived in Europe until the war was over. Instead, their mission was to ferry wounded soldiers home from Europe. With a combined total of 550 beds, *Comfort* and *Mercy* brought back more than 3,000 casualties between November 1918 and March 1919.

Until that time, hospital ships had been viewed essentially as transports for casualties, converted liners or cargo ships designed to get the wounded out of the combat zone and back to a hospital ashore.

But the lessons learned from hospital ship operations in World War 1 were applied in the construction of the second USS *Relief* (AH 1), the first U.S. Navy ship originally designed and built as a





hospital ship. When commissioned Dec. 28, 1920, this was the largest—438 feet and 10,112 tons—and most sophisticated Navy medical facility afloat. *Solace*, *Comfort* and *Mercy* were now obsolete, and all were soon decommissioned.

Relief was manned by 44 medical officers and 331 corpsmen. The ship had space for 500 patients and offered all the facilities of a shore-based hospital, including specialists in different branches of medicine.

In the relative quiet following World War I, *Relief* sailed with both the Atlantic and Pacific fleets. The ship followed combat ships on maneuvers in the Caribbean and on both coasts, taking time out for a good will cruise to Australia and New Zealand in 1925.

During the 20 years between the wars, the medical staff of *Relief* was by no means without work, however. In the first 10 months of 1936, the staff handled 2,027 hospitalized patients for a combined total of 39,903 sick days, 475 major operations, 13,903 laboratory exams, 2,002 X-ray exams and treatments, and 5,639 dental exams and treatments.







The years of peace allowed Navy planners to compare *Relief*'s performance with that of its predecessors and draw up recommendations for future hospital ship construction. Capt. (later Rear Adm.) Lucius W. Johnson, MC, wrote, in a 1937 issue of U.S. Naval Institute *Proceedings*, in favor of building hospital ships from the keel up, rather than converting existing vessels, "Above all other things, the fleet hospital ship should be a vessel designed and built for that specific purpose . . . . A house or a factory on shore, made over into a hospital, would by no means be expected to approach the ideal."

Johnson made several recommendations to improve hospital ship construction. Among them: that the ships displace about 10,000 tons, a "convenient" size, large enough to house a hospital, yet small enough to navigate in cramped harbors; that they be fast enough to steam with battle groups; and that they be able to darken ship without detracting from the care given to patients.

Johnson also discussed the problems of receiving patients on board while the ship was off-shore, a procedure only possible with small boats in that pre-helicopter era. "The matter of getting patients to the hospital ship is most vexatious," he wrote. "Even under favorable circumstances, the transfer of a considerable number of patients from one ship to another is a distressing ordeal . . . . It is a matter deserving of the closest study, for it is the weakest link in the chain of service to the sick and wounded."

Later, hospital ships incorporated many design improvements, as their war record would show. One hospital ship, added to the fleet before World War II,

Clockwise from far left: USS Relief (AH 1); USS Solace (AH 2) (1920); U.S. Marine receives care aboard hospital ship off Korea; surgery aboard USS Bountiful (AH 9); the second USS Solace (AH 5) (1940).

Hospital ships

was the second USS *Solace* (AH 5). An 8,900-ton converted passenger liner, *Solace* was moored at Pearl Harbor at 8 a.m. Dec. 7, 1941. Within 30 minutes the crew was treating victims of the Japanese surprise attack.

Solace remained the only U.S. Navy hospital ship in the Pacific until April 1943, when *Relief* arrived at New Caledonia. The two ships cared for soldiers, sailors and Marines wounded in the island campaigns, and their ports of call read like a "Who's Who" of famous battles: Tarawa, Saipan, Kwajalein, Guam, Peleliu, Ulithi, Iwo Jima, Okinawa and countless other conflicts in the war to win the Pacific.

As the intensity of the fighting increased, so did the need for hospital beds. The second USS *Comfort* (AH 6), USS *Hope* (AH 7) and the second USS *Mercy* (AH 8) were all commissioned in the summer of 1944. With vessels manned by Navy crews and the hospitals staffed by Army medical personnel, they took turns shuttling tens of thousands of wounded to rear area and stateside hospitals.

The defenseless hospital ships were constantly at the front lines and often were attacked. *Relief* narrowly escaped a bombing raid at Okinawa and was forced to remain blacked out at anchor that night, protected by other ships' anti-aircraft guns.

Comfort wasn't so lucky. On Apr. 10, 1945, a suicide plane killed 28 people and wounded 48 others at Okinawa, causing extensive damage to the ship. *Comfort* returned stateside for repairs, but was back in the Philippines shortly after V-J Day, Aug. 15.

At the close of World War II, the Navy had 14 active hospital ships, compared with two in 1941, all in the Pacific Fleet. In the first few months after the war they ferried wounded servicemen and newly-released prisoners of war back to the United States. With Allied occupation troops moving in, the ships served as base hospitals in China, Japan and Korea.

Just as during the first world war, the lessons learned in World War II redefined the mission and design of the hospital ship. Advances in medicine and shipbuilding technology allowed the ships to become complete care facilities, medical storehouses and sources of expert treatment in all fields of medicine.

Among the factors making this change possible were shipboard air conditioning and the increased use of air transport. "With the advent of air evacuation of the sick and wounded, a hospital ship built on the order of a carrier . . . might be of great value," wrote Capt. Louis H. Roddis, MC, in U.S. Naval Institute *Proceedings* in 1945. He could not have foreseen the coming of helicopter evacuation, first used in Korea.

Between World War II and the Korean conflict, the number of hospital ships







dwindled as the Navy wound down to peacetime strength. USS *Bountiful* (AH 9), USS *Haven* (AH 12) and USS *Benevolence* (AH 13) carried scientists and radiological equipment to Operation Crossroads, the atomic tests at Bikini Atoll in 1946, but by 1947 only two hospital ships remained in commission, USS *Consolation* (AH 15) and USS *Repose* (AH 16).

Consolation remained inactive at Hampton Roads, Va., while *Repose* remained in Asian waters until July 1949. The last hospital ship on active duty, *Repose* was decommissioned in January 1950, but was called back six months later when fighting broke out in Korea.

The first U.S. troops to fight the Korean War arrived from Japan July 4, 1950. Ten days later *Consolation* left Norfolk, Va., arriving at Pusan, Korea, Aug. 16. The United Nations forces had been overrun by the North Korean army, and Pusan was the only foothold left.

Repose followed to Pusan, and the recommissioned *Haven* arrived in October at Inchon, site of the amphibious counteroffensive under General of the Army Douglas A. MacArthur.

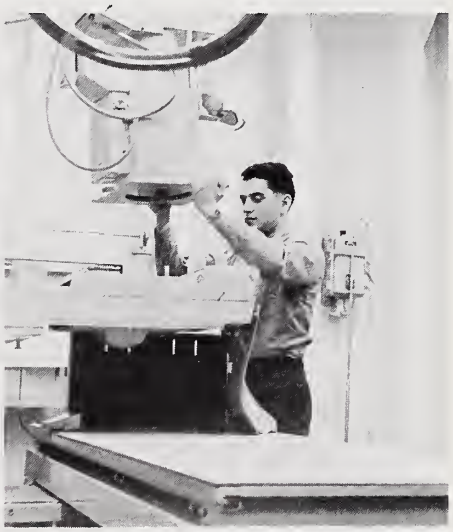
Consolation was the first of the three to return to the United States, but only long enough to have a helicopter landing platform built on the after deck. Dec. 18, 1951, marked the first use of helicopters to evacuate casualties directly from the battlefield to a hospital ship. *Haven* and *Repose* were later also fitted with helicopter flight decks, ushering in a new era in combat medicine.

Shortly after the armistice in Korea was signed on July 27, 1953, *Haven* returned to California, but its mission in the Far East was not yet over. The ship returned for a fourth tour of duty off Korea, caring for the occupation troops, then sailed for Saigon in September 1954.

The French army was pulling out of Vietnam, and *Haven* helped with the evacuation, a mission that would take it around the world. The ship transported

Clockwise from far left: USS Sanctuary (AH 17); shipyard worker gives USS Repose (AH 16) its red cross; USS Repose; corpsman works X-ray equipment aboard Repose; oral surgery aboard Repose off Vietnam.







Hospital ships

the French troops to Algeria and France, then returned to California via the Panama Canal.

Consolation helped evacuate Vietnamese civilians in the "Passage to Freedom" operation before heading stateside, and *Repose* continued to shuttle patients to Japan until its return home in February 1954.

By 1957 all the U.S. Navy hospital ships had been decommissioned. *Consolation* was chartered in 1960 by People to People, a private foundation, and renamed SS *Hope*. That ship was used as a floating laboratory and medical school until 1973.

Many hospital ships were called back to active duty after the U.S. troop build-up in Vietnam in the mid-1960s.

Repose was commissioned for the third time in 1965, and outfitted with a 721-bed hospital. The ship would spend four years in Southeast Asia, treating more than 9,000 battle casualties and admitting more than 24,000 patients in total.

HMCS (then HM3) Morgan "Tom"



Farrell served aboard *Repose* in 1969. Farrell is now stationed at Balboa Naval Hospital in San Diego. He said the hospital ship was a difficult physical and emotional environment to work in. "We worked eight-hour shifts," he said, "but with port and starboard duty it was much more than 16 hours a day. Every other day we had flight quarters, which meant that we were in standby—after working for hours all night—for any incoming helicopters."

Repose was joined by USS *Sanctuary* (AH 17) in 1967, and the two alternated stations between Da Nang harbor and the Demilitarized Zone. "We were underway constantly," Farrell said. "It wasn't far off the coast—you could watch the war with a pair of binoculars.

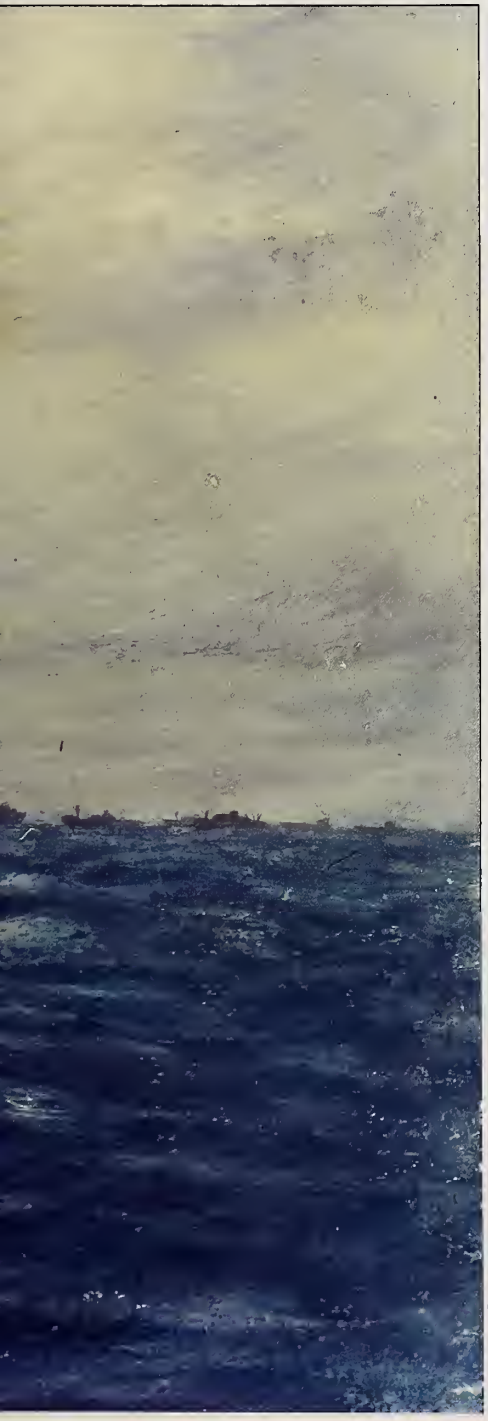
"We weren't supposed to be on line unless we were in Da Nang harbor," he continued. "But as it turned out, since the war was everywhere, it never seemed to matter. We seemed to get the same patient load from both areas."

Farrell said off-duty corpsmen and medical officers often continued to work past their shifts if the patient load was heavy. "There never should have been good morale in either one of those ships, but there was," he said. "It was so obvious what it was for and why we were there that there was never any question that what we were doing was important."

Farrell said the emotional stress of constantly seeing casualties of war eased somewhat as the demanding regime became routine, until the day a 19-year-old friend from his home town of Roslyn, Long Island, N.Y., arrived as a patient.

"I didn't even know the guy was in the service. He showed up one day blinded for the rest of his life. You see things from a whole different perspective when it hits home like that," Farrell said. "He and I are best friends to this day, and he still carries a USS *Repose* cigarette lighter in his pocket."

Left: "The USS Tranquillity in Ulithi" painting by Alexander Russo. Below: "Coming into Golden Gate Bridge" painting by Freeman Boggs.



U S Navy Art Collection



U S Navy Art Collection

Hospital ships

After more than 30 years of commissioned service spanning three wars, *Repose* left Vietnam in March 1970 and was decommissioned in May. The ship had earned 18 battle stars for action in Korea and Vietnam.

Sanctuary remained in Vietnam after *Repose*'s departure, once spending a record 121 days on line. *Sanctuary* left Da Nang harbor for the last time in April 1971 and was decommissioned Dec. 15. Recommissioned Nov. 18, 1972, the ship sailed in the Caribbean and along the Atlantic coast until its final decommissioning March 28, 1974. The Navy's last hospital ship was also the first U.S. Navy ship to house a mixed male-female crew.

One of *Sanctuary*'s intensive care nurses in Vietnam was Lt.(j.g.) Arlene Southerland. Now a commander, she works in the Balboa Naval Hospital emergency room. Southerland said *Sanctuary* was able to provide care as good as any hospital ashore. "It was hard to



tell you were on a ship," she said. "It was the most complete facility they had 'in country'."

Southerland said the ship rode with great stability in the water, allowing the surgeons to perform major surgery without endangering their patients, but some precautions for the possibility of ship's motion had to be taken.

The equipment suffered most from the ship's motion, according to Southerland. "(We'd) have to tape everything down," she explained. "(We'd) hang an IV bottle and have to tape it to the pole. We'd have to make sure the machines we used at bedside were taped—nothing could be left around loose."

For Southerland, working in a hospital ship off Vietnam was good professional experience. "I've gained a lot from that because I'm a resource now. There aren't many of us left. Personally, I wouldn't trade the experience for anything. I gained a lot of insight into nursing and how to take care of people," she said.

Southerland laughed when she thought about going on board one of the new 1,000-bed hospital ships under construction, but then admitted she probably would do it. She also had some advice for medical personnel reporting to a hospital ship.

"They're going to have to know more about the types of injuries they can expect as a result of combat. The small caliber weapons common today in street crime don't generate the same type of wound. There are diseases you never see in the States, like (Bubonic) plague, cholera and malaria," she said.

Both Farrell and Southerland believe today's corpsmen and medical officers have better background training than



NASSCO

Left: Artist's conception of completed Mercy, painting by R.W. Powers. Below: Conversion of USS Worth nearing completion.



NASSCO

Hospital ships

they did, but that a peacetime role for hospital ships is necessary if those ships are to perform up to expectations during wartime.

"I know there's more than just war injuries to be concerned with," said Farrell. "We could promote good will like the SS *Hope* did for years, going from port to port making medical care available to people in the area. It would



NASSCO

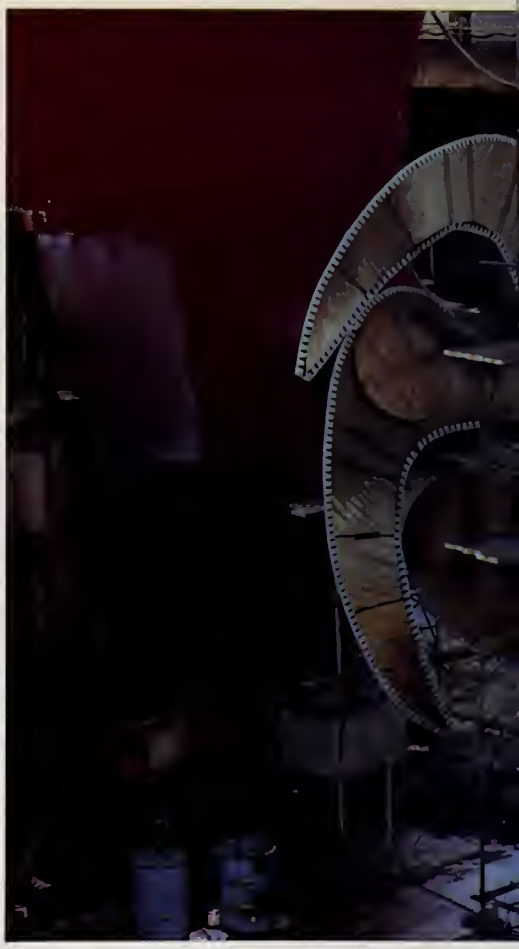






Photo by JO2 David Whitney

Clockwise from left: USNS Mercy (AH 19) afloat; USNS Comfort (AH 20) in drydock; Mercy's 26-foot-wide screw.

probably be expensive, but I think it would be worthwhile."

Sir Cyprian Bridge also promoted peacetime use of hospital ships. "The excess cost, if any, may be justifiably incurred because it will be due to the adoption of a plan promising increased efficiency in war," he wrote.

And, bearing such peaceful names as *Tranquility* and *Haven*, it was a stroke of irony that hospital ships are used only in time of war.

All that is changing with the construction of USNS *Mercy* (AH 19) in San Diego. *Mercy* is set to begin service in February 1987, and will be joined in another three years by *Comfort*. Together these vessels will provide "sanctuary," "repose," "solace," and "relief" to soldiers and sailors all over the world—not just in time of war, but in any time of need. □

—Story by JO2 David Whitney, NIRA Det. 5, San Diego

Mercy comes on line

Story by JO2 Barry Nelson

It has been said that hospital ships are children of necessity, conceived and nurtured by war. Readied for action during national emergency, such vessels have rarely been maintained in peacetime.

With the completion of USNS *Mercy* (AH 19), scheduled to go into service February, 1987, the Navy will once again have a floating surgical hospital that will provide medical care to Marine amphibious forces, Navy units deployed overseas and the Rapid Deployment Force.

Although 15 Navy hospital ships were operating by the close of World War II, only USS *Relief* (AH 1), was originally intended as a hospital ship. All the others were converted from liners, freighters and transports. In a notable departure from this convention, *Mercy* and her soon-to-be sister ship *Comfort* are being converted from supertankers.

The USS *Worth*, a nine-year-old supertanker, will be reborn as the *Mercy*. The job began in July 1984. The ship had its entire interior ripped out, including more than 13 miles of piping and 3,200 tons of steel. The ship's shell and engine room were left intact.

In rebuilding the hospital ship from a supertanker, the National Steel and Shipbuilding company (NASSCO) adopted new methods of ship construction.

NASSCO is rebuilding the *Mercy* using modular mass production methods. Units are fabricated and assembled outside the ship, and the entire block is then hoisted by massive cranes into the hull for installation.

Navy planners say the basic design of these supertankers lends itself well to the structural requirements of a hospital ship. The low center of gravity gives the ship anti-roll stability for crew and patient comfort and the length of the ship—894 feet—allows for a large central helicopter landing deck and a flight control facility.

A specially designed screw, 26 feet in diameter, will propel the ship smoothly through the water, even when its ballast tanks are empty and the screw is only partly submerged. Bilge keels, one on each side, running the length of the ship, also increase stability.

Mercy will be a floating hospital in the truest sense with a 12-room operating complex, an 80-bed intensive care unit, seven intermediate care wards and two light care units. The ship offers a full spectrum of hospital support services, including a main laboratory to perform all required medical tests.

On July 20, 1985, *Mercy*'s dry dock was flooded and the huge vessel floated free. It was then towed to a nearby pier where fitting-out operations continued. That process is expected to take several more months.

Wasting no time, workers guided a second tanker, the former *Rose City*, into the dock on the same high tide that floated *Mercy*, where it will be converted to the USNS *Comfort*.

In a simpler age, we awaited the outbreak of hostilities before feverishly converting civilian vessels to hospital ships and rushing them into action. Navy officials say the post-World War II experiences of Korea, Vietnam, Lebanon and the Middle East have proven that hospital ships will be a necessary part of U.S. military readiness. □

Nelson is with the Navy Public Affairs Center, San Diego

Easy credit can

Story by Lt.Cmdr. H.K. Jacobs

Credit is easy to obtain today and can quickly send a person or a family into financial trouble. Add a transfer from sea duty to shore duty, with the associated loss of sea pay, and the financial situation can become critical.

The following case of severe indebtedness shows how easy it is to get in over your head.

An E-4 with a wife, one child and expecting a second child was transferred from a ship homeported in California to shore duty in Hampton Roads, Va. He lost $350 per month in sea pay, had increased housing costs, and his child developed severe allergies which required housing equipped with central air conditioning. While the sailor awaited government quarters, his rent in the civilian community cost him $400 per month plus $150 per month in utility bills. His allotted BAQ and VHA were not enough to cover these expenses. His family also had more than $11,000 in credit bills, requiring more than $500 per month in minimum payments.

The family contacted the local Navy Family Services Center financial counselor for assistance. After a year, the family is again financially sound and even has re-established a savings account.

How did they do this?

First, the counselor prepared a complete financial statement to determine the severity of the family's indebtedness. He found their monthly living costs and credit payments exceeded their monthly net income by $265.

The counselor then searched for excess spending in the family's budget and looked at the feasibility of consolidating expenses into a single loan and gaining other sources of income.

Several items—cable television, unnecessary telephone charges and entertainment costs—were trimmed back. Also, the sailor had re-enlisted recently, had qualified for a Selective Re-enlistment Bonus, and had received one installment of the SRB payments. The counselor recommended that the servicemember request advance payment of his SRB installments, totaling $2,600. The request was approved.

The counselor then contacted the man's creditors, who were asked to decrease their required monthly payments until the family's cash flow improved. The creditors responded favorably.

The sailor's advanced SRB payments were used to bring some of his credit card accounts up to date and to pay off the balance of other accounts.

The result was that the family's negative cash balance of $265 became a positive $70 per month, $10 of which was placed in a savings account to create an emergency cash fund. Although $60 per month is not a lot of extra money for any family, to this sailor and his family it was a gold mine.

After a year of close money management and some extra cash from their federal income tax refund, the family

mean big trouble

now has only two of the nine original debts left: a car loan and a credit card payment. Four credit card accounts and three installment loans have been paid in full.

Fortunately, severe cases of indebtedness such as this do not occur often in the Navy. The story had a happy ending and the family learned an invaluable lesson about the pitfalls of easy credit.

There are several steps a Navy person can take to keep away from financial problems:

- Make a monthly budget plan and stick to it; change it when necessary, but avoid impulse buying that is not within the budget.
- Before borrowing money or buying on credit, make sure the budget can absorb the monthly payments.
- Try to keep rent/house payments to 45 percent of net monthly income, and credit payments to 15 percent of net monthly income.
- Maintain a savings account for emergencies; pay this account *first*, even if it's only $10 per month.
- If you have financial trouble, get help; talk to your creditors, ask for financial counseling. Financial counseling services are available from credit unions, Navy Relief, Red Cross and Navy Family Services Centers. Don't fall victim to easy credit. □

—Lt. Cmdr. Jacobs is director of the Naval Amphibious Base, Little Creek, Va., Family Services Center.





The search goes on...

Working in rough seas 18 miles off the Florida coast, USS *Preserver* (ARS 8) led salvage operations as the search for the space shuttle *Challenger* wreckage continued.

On March 8, national attention focused on *Preserver* when it was announced that the shuttle crew compartment, and crew remains, had been discovered.

As many as 26 divers have been working in water 100 to 120 feet deep, where visibility is usually only four to six feet.

High winds and strong currents frequently interrupted the salvage ops, but *Preserver* managed to fill its fantail with recovered materials and return to Port Canaveral several times for offload.

Although scuba divers often made the preliminary discoveries, the actual recovery of materials was carried out by personnel in MK12 hard hat diving gear. The work has gone slowly, with divers limited to about 40 minutes working on the bottom. In addition, up to an hour of decompression time is required before divers can surface—personnel safety remains a foremost consideration.

Recovered objects are examined by an Air Force EOD technician who checks for explosive substances or dangerous chemicals. Items are washed down with fresh water, tagged and cataloged.

Weather permitting, *Preserver* will continue to conduct its 'round-the-clock salvage effort until the mission is completed.







Clockwise from far left: USS Preserver (ARS 8) at space shuttle Challenger salvage site, 18 miles off Florida coast; diver returning to ship; hauling in a line attached to a large piece of debris; a section of Challenger is hoisted aboard. Photos by JOC (SS) Peter D. Sundberg, FltAVComLant, Norfolk, Va.

Admiral Truly

In the wake of the worst disaster in the history of manned space flights, Rear Adm. Richard H. Truly, commander of the Naval Space Command and a former space shuttle pilot, was selected to head NASA's space shuttle program.

As deputy associate administrator for space flight, Truly will direct a NASA task force that is investigating the events that led to the destruction of the space shuttle *Challenger* and claimed the lives of its seven crew members.

"I am keenly aware of the depth of public interest and concern about our efforts to understand and respond to the causes of the accident," Truly said upon accepting his appointment. "I wish to state emphatically that while NASA grieves deeply for the good people lost in the accident, the NASA can-do spirit is intact. We are busy searching for the cause of this accident. After that, we are going to fix it, then get back on the track of exploring and exploiting space."



takes NASA post

A native of Fayette, Miss., Truly received a commission in the Navy in 1959 after earning his bachelor's degree in aeronautical engineering at the Georgia Institute of Technology. After attending flight school, he flew F-8 *Crusaders* from the flight decks of USS *Intrepid* (CVA 11) and USS *Enterprise* (CVN 65), where he made more than 300 carrier landings.



Truly went on to serve as a student and later an instructor at the Air Force Aerospace Research Pilot School, and in 1965 was among the first military astronauts selected to attend the Air Force Manned Orbiting Laboratory program in Los Angeles. He was selected as a NASA astronaut in 1969. During his first 12 years with NASA, Truly served as a member of the astronaut support crew for all three of the manned Skylab missions and the *Apollo-Soyuz* mission. He was also pilot for one of the two-man crews that flew 747/space shuttle *Enterprise* approach and landing test flights.

In 1981, Truly took his first flight in space as pilot of the space shuttle *Columbia*—a particularly significant flight because it was the first time a manned spacecraft had been reflown in space. Two years later he took his second flight, this time as commander of the space shuttle *Challenger* during the shuttle program's first night launch and landing. Shortly after he completed the *Challenger* flight, the Navy announced that Truly would assume command of the newly formed Naval Space Command upon its commissioning in October 1983. His recent appointment with NASA is the highest position a Navy astronaut has ever achieved within the civilian agency.



Radm. Truly takes a wide variety of operational and administrative experience into his new job as director of the shuttle program.



Truly is well aware that he takes his new post at a time when NASA is under investigation by Congress, and is the subject of much public criticism.

"In response to the keen interest and concern in this investigation (of the loss of *Challenger*)," Truly said, "I intend to establish a routine and smooth flow of information to the press, in keeping with long-established NASA traditions."

—Story by JO1(SW) E. Foster-Simeon.
Photos courtesy of NASA

Recruiters of the year

Senior Chief Navy Counselor Michael E. Daniels has been named Navy Recruiting Command Officer (programs) Recruiter of the Year, and Torpedoman's Mate 1st Class Reginald A. Pipkin is the Enlisted (programs) Recruiter of the Year, both for 1985.

Daniels has been an officer programs recruiter at the Navy Recruiting District, Jacksonville, Fla., since March 1981. He placed more than 70 men and women into the Navy's officer programs.

Daniels, assigned, within the District, to Recruiting Area 3, Jacksonville, in June 1984, began recruiting officers following nine months as an enlisted recruiter.

He credits his success to one thing: "I've been in recruiting a long time and I've never lost my desire to do my job the best that I could," he said. "And, I have a simple way of looking at recruiting—it's not what I can do for me, but what I can do for my job."

Pipkin has been assigned to Navy Recruiting Station, Peoria, Ill., since July 1984 and was recently promoted to recruiter in charge of the four-man station.

In July 1985, he was promoted to first class under Navy Recruiting Command's Freeman Plan, a point system program that awards advancement and other recognition to superior recruiters. He also was named Navy Recruiting Area 5 and Navy Recruiting District Chicago Recruiter of the Year.

Navy Recruiting Command is divided into six recruiting areas, and each area names its own officer programs and enlisted programs recruiters of the year: Lt. Robert W. Bougher, Area 1, NRD Harrisburg, Pa.; Chief Boatswain's Mate Hymes Harris, Area 1, NRD Philadelphia; Navy Counselor 1st Class John L. Saunders, Area 3, NRD Jacksonville; Lt. John P. Morin, Area 4, NRD Richmond, Va.; Radioman 2nd Class (SW) Patrick G. Garrison, Area 4, NRD Pittsburgh; Lt. Daniel T. Bach, Area 5, NRD Milwaukee, Wis.; Lt. Mark T. Fryauf, Area 7, NRD New Orleans; Machinist's Mate 2nd Class (SS) Thomas R. Liebeknecht, Area 7, NRD Houston; Lt. Margaret A. Deming, Area 8, NRD San Diego; and Mess Management Specialist 2nd Class Richard G. Chester, Area 8, Los Angeles.





Bearings

Mount Whitney rescue

While on the way to refresher training at Guantanamo Bay, Cuba, crew members from USS *Mount Whitney* (LCC 20) helped rescue two men from a yacht bound for Nassau that became stranded during Hurricane Kate.



Photo by PH2 John R. Bishop

When the hurricane struck, the 51-foot yacht flipped over twice, lost its mast and was severely damaged.

A merchant vessel heard the yacht's distress signal and a Coast Guard C-130 search and rescue plane was dispatched. *Mount Whitney* maintained radio contact with the C-130 aircraft as it surveyed the area.

Eight hours later the vessel was located and *Mount Whitney*'s deck department launched a utility boat to rescue the two yachtsmen. Levie Farquharson, 43, and John Paul Fon Seca, 54, received medical treatment aboard the ship and were taken to Guantanamo Bay, Cuba. ■

—Story by JO1 A. McGilvray, USS Mount Whitney *(LCC 20)*

AOCS museum

Aviation Officer Candidate School in Pensacola, Fla., is establishing a museum—and the school needs some help. AOCS is looking for historical information about AOCS and its earlier forms—AVCADS, NAVCAPS, etc. If anyone has photographs, manuals, equipment or memorabilia from any of these programs, please help AOCS establish its historic record.

AOCS also is interested in establishing a record of distinguished AOCS graduates. This would include aces, astronauts, admirals, politicians, and corporate leaders—individuals who have graduated from AOCS and have gone on to make notable achievements.

To make contributions or for more information, contact Marine Corps Master Gunnery Sergeant D.W. Bearup, chief drill instructor, AOCS at (904) 452-3649 or Autovon 922-3649. Contributions can be mailed to Bearup at Naval Aviation School, Building 633, NAS Pensacola, Fla. 32508-5400. ■



Photo by PH1 Ken Brewer

Winning twice—MSC(SW) Ronaldo R. Blazo and MS3 Jody Franklin taste-test the cake which won them and USS *Blue Ridge* (LCC 19) top honors at the recent Subic Bay Naval Station Second Annual Cake Decorating Contest. The cake won in the "First Place Afloat" and "Most Unique Afloat" categories. The bakers did not learn of the contest until the day before the judging, and Blazo's competitive spirit came through: "Let's go for it!" Other contestants included USS *Midway* (CV 41), USS *Reeves* (CG 24) and USS *Cochrane* (DDG 21), all in port at Subic Bay, R.P., at the time. ■

Employment assistance program

The Naval Air Test Center at Naval Air Station Patuxent River, Md., has started an employment assistance program for military and civilian spouses.

Operated by the Family Services Center, the program does not guarantee jobs for individuals, but offers seminars in marketing skills, interviewing, and preparation of resumés and the civil service job application form SF-171.

The employment services are available to all military spouses and dependents, spouses of federal government workers, and retired military people and their dependents.

Career resource specialist Jack Kralle said the program at Paxutent River seeks to educate newly-arrived people on the types of positions available and to improve their chances of getting jobs, not to match people to jobs.

Similar programs have been operating at Charleston, S.C., and San Diego for several years. ■

Bearings

Brunswick helps Project Handclasp

Sailors and Marines from USS *Brunswick* (ATS 3) recently delivered three large crates of text books from Project Handclasp to a high school outside Cebu, Republic of the Phillipines. The sailors traveled two hours through the tropical countryside to the school set back in the hills in Colawin, Argao.

After delivering the books, *Brunswick* crew members also painted four of the classroom buildings. As they painted, sailors laughed and talked with the children, and teachers at the school served them a variety of Philippine delicacies.

Hilario P. Davide Sr., 81-year-old retired superintendent and president of the Colawin Education Foundation, said he had attended the school when he was a boy. There was only one school building at the time, a thatched hut, and it was eventually destroyed by a typhoon.

"Over the years, thanks to the U.S. Navy and Project Handclasp, I have seen this school grow into a beautiful institution," he said. "Our library was just completed last October and with the books from Project Handclasp, we can now fill its shelves and educate our students."

Project Handclasp is an international aid program and a vital part of the U.S. Navy's overseas people-to-people program. Instituted in 1962, the program relies on the support of individuals, service and religious organizations and industry.

Project coordinators around the world work with local Navy commands or visiting ships to deliver books and other materials to schools, orphanages and day care centers.

Roger Busby, Project Handclasp coordinator at the U.S. Facility, Subic Bay, R.P., said, "We receive things such as food, clothing, medicine and lots of books. Here in the Philippines we get a lot of requests for books."

"When sailors have the opportunity to get out and meet Filipinos and see how warm, friendly and outgoing they are, I think it really helps in terms of their understanding the culture." ■



—Story by Marine Staff Sgt. Rob L. Jackson, 7th Fleet PA Rep., R.P.

NARF Alameda goes to school

Naval Air Rework Facility employees at Naval Air Station Alameda, Calif., have adopted a local school. For two years, NARF workers and Encinal High School teachers and students have been exchanging information and ideas about each other as part of Alameda's Adopt-A-School program.

Through the program, students and the command's workers have exchanged visits.

A visit to the NARF shops by Encinal journalism students generated a class writing assignment about the facility, and one student's article was selected for publication in NARF's monthly newsletter, *Flight Check*.

Twelve metal shop students visited NARF's metals and process division. Donning safety gear, the students saw demonstrations in the pattern shop, foundry, machine shop, and drop hammer shop.

Visits by wood shop and mechanical drawing students now are being planned. Also planned is a "Career Week," where NARF employees and apprentice instructors will visit the school to pass on career information to the students. ■



Students from the Encinal High School metal shop watch NARF's Sheet Metal Mechanic Leroy Sanchez at work.

A taste of sea duty



Hundreds of Philippine and U.S. citizens sailed aboard the 7th Fleet amphibious command ship USS *Blue Ridge* (LCC 19) on a guest cruise from Manila to Subic Bay recently.

Many of the guests sailed the "high seas" for the first time, but all were able to see U.S. sailors in their natural habitat—working and living aboard a ship at sea.

Crewmen in crisp white uniforms manned the rails and guests and sponsors trooped to the weather decks to watch Manila's skyline slowly disappear as the ship headed into open sea.



The 7th Fleet band's "Far East Edition" kicked off the day's entertainment. Sunny skies, fair winds and calm seas helped give the guests a perfect picnic on the ship's deck. As hotdogs, hamburgers and steaks sizzled over the pit, a band on tour with Department of Defense Overseas Shows—"King's Company"—performed a song and dance review of hits from the pop, soul and country charts. The ship's Marine detachment drill team awed spectators with their flawless demonstration, and aircraft from Fleet Composite Squadron 5 screamed through an airshow.

"It's a very effective way of telling our story while at the same time promoting the spirit of good will and friendship towards our Filipino friends," said Seaman Martin Schroeder.

"The day at sea required a lot of hard work and preparation, but having the opportunity to show appreciation to our friends and loved ones made it well worth the effort," said Radioman 3rd Class Larry Tolbert. "It also boosted the morale of the crew."

Blue Ridge berthed in Subic Bay before dusk, and one 13-year-old guest was reluctant to head back to Manila. As he walked down the brow, he kept glancing back at the ship. Finally he looked up at his sponsor and asked, "When am I goin' to ride your ship again?" ■

—Story and photos by JO1 Don Guiam, 7th Fleet PA Rep., Subic Bay, R.P.







Bearings



The U.S. Navy Hot Air Balloon Team recently participated in the 14th annual International Balloon Fiesta in Albuquerque, N.M., with 400 other international balloon teams. The Navy team was formed 10 years ago and has made nearly 300 public appearances plus 10 appearances at the International Balloon Fiesta. The team is made up of Navy and Marine Corps pilots and enlisted people from Naval Weapons Evaluation Facility, Kirtland AFB, Albuquerque, who volunteer to qualify as Navy Balloonists. ■

Exchanges to accept credit cards

Sailors should be able to use two types of major credit cards at Navy exchanges world-wide this summer.

The Morale, Welfare and Recreation Panel of the House Armed Services Committee recently approved a credit card policy allowing Navy exchanges, Navy Lodges and uniform centers to accept Mastercard and Visa.

The program will begin in larger exchanges first. Nearly all Navy exchanges in the continental United States, Alaska and Hawaii and overseas will be accepting the cards by June. Credit cards also will be accepted at florist shops, optical shops, country stores/toylands, stereo shops, personalized service centers, beauty salons and auto accessories stores. They will not be accepted at barber shops, laundry/dry cleaning or food service activities.

Exchanges will not issue credit cards or approve or disapprove credit card applications for their customers. The granting of credit and the issuing of credit cards is the responsibility of those companies and financial institutions that offer Mastercard and Visa to the general public.

"Prices for merchandise will not be affected by credit card use. Revenues generated from increased sales will offset the cost of processing credit card transactions," according to Thomas Utecht, Navy Resale Services Support Office, Staten Island, New York. "We are very happy to receive authorization to use credit cards at the exchanges," said Rear Adm. Donald E. Wilson, SC, head of the Navy Exchange program. "This enables our military personnel to make full use of their exchange benefits and realize the full value of savings offered by the exchanges." He also said that the Navy, Marine Corps, Army and Air Force are looking into the use of credit cards at all military exchanges. The use of credit cards will not change deferred payment or layaway plans in effect at Navy exchanges. ■

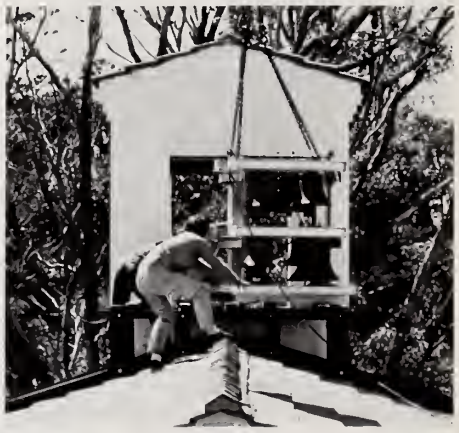
Huey sets bells in place

The crew of a U.S. Navy UH-1N *Huey* helicopter from USS *Okinawa* (LPH 3) helped a local church in Rottnest, Australia, recently when they moved a one-ton set of chime bells to the church's bell tower. Rottnest is an island 12 miles off the western coast of the Australian mainland.

"This island is very isolated," said Ian Kendall, principal of the local school. "The people, especially the children, don't get to see many other folks."

When the crew flew their helicopter to the church, they had a chance to visit with the children, and the children had a chance to climb inside and look around the helicopter.

"It's the most incredible machine I've seen in my life," said one 10-year-old schoolboy. "I never imagined I'd touch one. I put the pilot's helmet on and sat in the control seat. I'll always remember the first time I touched the control stick."



Townspeople gathered to watch as the *Huey* placed the bells in position. The job was over in a minute and the crew headed back to *Okinawa*.

"Everytime the bells ring, I'll think of the men and the helicopter . . . that brought them to us," said one of the island's residents. ■

—Story by PH2 Alexander C. Hicks Jr., 7th Fleet PA Rep., Subic Bay, R.P.

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Navy Rights & Benefits



Survivor Benefits

Survivor Benefits

With this issue, All Hands *introduces a new series on Navy Rights and Benefits. The first article is on Survivor Benefits, one of the most important considerations to every Navy member. In fiscal year 1985, more than $10 million was paid out in Navy survivor benefits.*

Other articles in the series, one each month, will cover Pay and Allowances, Retirement Benefits, Medical and Health Care, Education Opportunities and all of the other benefits which have the common objective of providing protection for and raising the morale of active duty people, their families and their survivors, members of the Naval Reserve, and active duty and Reserve retirees. A limited number of additional copies of this article are available from: Dept. of Navy, NMPC-05, PAO, Washington, DC 20370.

The benefits of a Navy career are not always evident to those who only look at base pay. To appreciate the full value of a Navy career, a person must consider the entire range of benefits available to active duty, retired and family members; including benefits for survivors.

The following section describes survivor benefits with an explanation of the Survivor Benefit Plan, followed by a table briefly outlining the range of survivor benefits established for active duty members and retirees. Since space limitations restrict more detailed descriptions, it is important that the member directly contact the sources listed for more information.

Also included is a form which you can use in planning your family's future. It is useful in establishing total survivor benefits and for maintaining an account of where you and your family stand financially.

Survivor Benefit Plan

Sometimes the hardest things to talk about in life are also the most important. Death and the benefits available to our survivors are among those things.

When people retire from the Navy they are often secure in the belief that a retirement check will arrive in the mail each month, like clockwork, for the rest of their lives. It is sobering, however, to realize that the checks stop when the retiree dies. What about the family? How will the bills get paid? What about the children's education? An avalanche of questions pour forth with the realization that one's family may be financially secure now, but not necessarily later.

For many military retirees, the answers to these and other money questions can be found—at least in part—in the Survivor Benefit Plan for the Uniformed Services.

The Survivor Benefit Plan (SBP) provides a limited income to the deceased retiree's beneficiaries. The amount of that income is determined by the monthly contribution the member elects to have deducted from his/her pay. This monthly income is equal to 55 percent of the full amount of the member's retired pay or 55 percent of any selected amount of retired pay over $300 per month. This amount is adjusted periodically by cost-of-living increases.

For example, if a typical chief petty officer receives $1,000 per month in retainer pay, the SBP monthly payment to his beneficiaries after his death would be $550 (base amount × 55 percent = annuity).

Suppose that same chief petty officer, before retirement elected a lesser amount than the maximum coverage, say $300 (the minimum amount which may be designated under SBP). Then the monthly SBP annuity would be $165.

Keep in mind that the above figures represent gross amounts; annuities paid under SBP are subject to federal income taxes. SBP annuities are excluded, however, from federal and state inheritance taxes.

Military retirees will automatically be enrolled in the Survivor Benefit Plan at the maximum coverage level at the time of their retirement or transfer to the Fleet Reserve, unless they request coverage less than the maximum or decline participation in the program. Since March 1, 1986, if a member elects less than maximum coverage his/her spouse must concur with this decision.

So far, SBP is a pretty simple plan to understand. You pay money in return for a guaranteed income for designated beneficiaries after your death. But, there are a couple of things that tend to complicate the picture without decreasing the annuity paid to those beneficiaries. The two central ideas to understand are: the DIC offset; and the two-tiered SBP benefit system.

DIC - Offset—A surviving spouse may be eligible for Dependency and Indemnity Compensation (DIC) payments from the Veterans Administration after the retiree dies. These benefits may offset or reduce the amount of SBP payments being made to the spouse under varying circumstances. First, we look at how DIC works in relation to SBP.

Suppose Senior Chief Jones suffered a service-related injury while on active duty. After retirement, Senior Chief Jones (who had enrolled in the Survivor Benefit Plan) died as a result of complications which developed from that injury. Since his was a service-connected death, his widow, any unmarried children under the age of 18 (as well as certain handicapped children), children between the ages of 18 and 22 attending a VA-approved school, and certain dependent parents are eligible for DIC.

DIC is a monthly benefit based on the member's paygrade. It is exempt from federal income tax and may be received simultaneously with full Social Security benefits.

Senior Chief Jones' widow receives a

monthly DIC of $621. This $621 is deducted from any SBP benefits she receives each month, so there is no change in her monthly annuity (although that tax-free $621 will result in less overall tax on her annuity). That's the DIC offset.

(For more information about Veterans Administration Dependency and Indemnity Compensation as well as facts on other VA programs, see the pamphlet "Federal Benefits for Veterans and Dependents," available from the Veterans Administration.)

In this discussion of the DIC, the word "offset" may be a bit misleading since the total amount of money the spouse receives each month is *never* reduced as a result of DIC. It's simply that the money may come from a different source under different circumstances.

Two-Tiered System—The Social Security offset has been eliminated and was replaced with a two-tiered benefit system on March 1, 1986. Under the new two-tiered system the beneficiary will receive 55 percent of the base amount selected until age 62, and 35 percent thereafter. Current beneficiaries and future survivors of anyone who was eligible for retirement on or before Oct. 1, 1985, are "grandfathered." (When the survivor reaches age 62, the Navy Finance Center will compute the annuity both ways, using the two-tiered system and using the Social Security offset, and give the survivor the greater annuity of the two methods.) Former spouse elections made after March 1, 1986, will be computed under the new two-tiered system.

For members who became eligible for retirement after Oct. 1, 1985, annuities will be computed using the two-tiered formula. Most survivors will receive a greater monthly benefit under the new two-tiered system. Below is an example, using a base amount of $1,000.

Under SBP, many types of coverage are available at varying costs: spouse-only coverage, former spouse, former spouse and children, spouse and children, and insurable interest coverage.

Spouse-Only Coverage—As its name says, this is coverage for a retiree's spouse only. It is important to keep in mind that an election to cover spouse-only, once effective, is irrevocable, although the cost of coverage will not be deducted in any month when there is not an eligible spouse beneficiary. Retired members whose SBP coverage is suspended because of the loss of a spouse now have the option to elect not to resume spouse participation upon remarriage.

If coverage for a spouse is declined at time of retirement, coverage for that spouse, or any subsequent spouse, cannot be provided at any later time.

If there is no eligible spouse at the time of retirement, coverage for a spouse acquired after retirement may be provided. Such an election must be submitted within one year of the marriage and the spouse must have been married to the retired military member for a minimum of one year immediately before the retiree's death (or a surviving child must have been born of the marriage) to be eligible to receive an SBP annuity.

The cost of this spouse-only coverage is 2.5 percent of the first $300 (subject to increase as active duty pay increases) plus 10 percent of any amount over $300. See the chart on page 42 for more details. For example, on March 1, 1986, this low-cost amount increased to $309, because of the 3 percent pay raise on Oct. 1, 1985 ($300 $\times$ 1.03 = $309). Premiums deducted for SBP are not subject to federal income taxation. This means that if you are in the 20 percent tax bracket and elect coverage costing $80, the "real" cost (after computing tax advantage) is only $64. Furthermore, your coverage cannot be cancelled or premiums increased because of age or if you become "uninsurable" for any reason.

Spouse and Children Coverage—With this type of SBP coverage, the monthly annuity is paid to the surviving spouse. If the spouse is not eligible (because of death or remarriage), the annuity is paid to eligible dependent children.

The cost of this coverage is calculated using the cost of spouse-only coverage plus a small charge based on the age of the retiree, spouse and youngest child.

Under this coverage, no DIC offset will be made when SBP payments are made only to children.

Children-Only Coverage—The cost of this type of coverage is computed as a percentage of the SBP base amount and varies with the age of the retiree and the age of the youngest child. For example, a 40-year-old retiree whose youngest child is 10 years old would be charged $3.10 on a base salary of $1,000. An unmarried child is covered until age 18 (22 if a full-time student) or for life, should the child become incapacitated before age 18.

Former Spouse Coverage—A voluntary election can be made to cover a former spouse. For elections made after March 1, 1986, former spouses will be subject to the same restrictions as widows/widowers (e.g., must remain unmarried until age 60, may only receive one SBP annuity, and will be subject to the new two-tiered system at age 62). Cost for this coverage is the same as for spouse-only coverage.

Former Spouse and Children—It is now possible to cover your former spouse and the children from the marriage to that

Benefit	Social Security Offset	Two-Tiered System
until age 62	$550.00	$550.00
age 62 and older	$330.00	$350.00

Survivor Benefits

Survivor Benefit Plan—Spouse Only—Monthly Amounts

Base Amount of Retired Pay	Monthly Payment for Surviving Spouse	Monthly Cost to Retiree*	Net Balance to Retiree***
$ 100.00**	$ 55.00	$ 2.50	$ 97.50
200.00**	110.00	5.00	195.00
300.00	165.00	7.50	292.50
350.00	192.50	12.50	337.50
400.00	220.00	17.50	382.50
450.00	247.50	22.50	427.50
500.00	275.00	27.50	472.50
550.00	302.50	32.50	517.50
600.00	330.00	37.50	562.50
650.00	357.50	42.50	607.50
700.00	386.00	47.50	652.50
750.00	412.50	52.50	697.50
800.00	440.00	57.50	742.50
850.00	467.50	62.50	787.50
900.00	495.00	67.50	832.50
950.00	522.50	72.50	877.50
1000.00	550.00	77.50	922.50
1100.00	605.00	87.50	1012.50
1200.00	660.00	97.50	1102.50
1300.00	715.00	107.50	1192.50
1400.00	770.00	117.50	1282.50
1500.00	825.00	127.50	1372.50
1600.00	880.00	137.50	1462.50
1700.00	935.00	147.50	1552.50
1800.00	990.00	157.50	1642.50

*Withheld from retired pay. Monthly premiums are discontinued if marriage is terminated by death, divorce or annulment.

**Applicable only if full retired pay is less than $300 per month.

***Remainder of Base Amount of Retired Pay.

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Computing Insurable Interest Coverage

Suppose you are 50 years old when you retire from the Navy and you wish to provide Insurable Interest Coverage under the Survivor Benefit Plan to your 30-year-old married daughter. Your monthly gross retired pay is $750. The cost of such coverage is 10 percent of full retired pay plus 5 percent of full retired pay for each full five years the designated beneficiary is younger than the retiree. The total cost will not exceed 40 percent of retired pay.

Thus, daughter is 20 years younger: 20 ÷ 5 = 4; 4 × 5% = 20%;
10% + 20% = 30%; 30% × $750 = $225

The annuity equals 55% of the reduced retirement pay (gross pay less cost of coverage).

Thus: $750 − $225 = $525.

The annuity equals $525 × .55 = $288.75.

former spouse. If the former spouse becomes ineligible for the annuity, it is paid to the eligible dependent children. The cost is the same as for spouse and children coverage.

Insurable Interest Coverage—The final type of SBP coverage, Insurable Interest Coverage, may be provided to guarantee monthly SBP benefits to any person who has a reasonable and lawful financial expectation in the continued life of the retiree. This is legal talk for someone, other than the spouse, former spouse, or children, who is financially dependent on the retiree. It may be a brother, sister, parent or non-dependent child. If the "insurable interest person" is not one of these (e.g., a business partner), proof of financial benefit is required by the Navy Finance Center.

If there is no spouse or eligible child at the time of retirement, coverage for an eligible person with an insurable interest may be elected.

The cost of this coverage is figured as follows: 10 percent of full retired pay plus 5 percent of full retired pay for each five years the designated beneficiary is younger than the retiree, the total cost of such coverage not to exceed 40 percent of full retired pay (see "Computing Insurable Interest Coverage," below, left).

Prospective retirees must understand each type of coverage available and its cost so they can elect the plan that best provides for their family at the lowest possible cost.

Participation in SBP is an effective, low-cost means of providing a continuing income for your survivors in the event of your death. Periodic cost-of-living adjustments are made to the SBP annuity. Complete details are available from your command career counselor. Other sources of information on retirement, including your SBP coverage, can be found in the following publications:

• *Navy Guide for Retired Personnel and Their Families,* NAVPERS 15891 series. This booklet provides detailed information on retired rights, benefits and privi-

leges. This should be made available to the member during preretirement processing.

• *Shift Colors,* published triannually by the Naval Military Personnel Command, provides updated information on retirement and serves as an official line of communication between the Navy and the retired community. Members who do not receive an issue within a reasonable time after retirement (six months) should contact the Commanding Officer, Naval Reserve Personnel Center, Code 40, New Orleans, La. 70149, and request that their names be placed on the mailing list.

• *Survivor Benefit Plan for Retired Members of the Uniformed Services* will be provided to each prospective retiree during preretirement processing.

• *Retired Military Almanac* is an unofficial (commercial) digest of vital and factual information on military retirement rights and benefits. Mail all orders to: Uniformed Services Almanac, Department M, P.O. Box 76, Washington, D.C. 20044.

A Quick Look at Supplemental Benefits

In addition to the survivor's benefits listed in Table 1 (page 44), there are other benefits for surviving dependents of deceased active duty members and retirees. Among these are:

• **Civil Service Employment Preference.** Certain Civil Service preference benefits are granted to unremarried widow(ers) in connection with examinations, rating, appointment and reinstatements if they apply for a civil service position. Call or write any Civil Service employment office for details.

• **Fraternal Organization Benefits.** Check with the nearest affiliate of any fraternal or professional organization in which the deceased held membership to learn of any insurance, burial, or other benefits which may be paid.

• **GI Loans.** Unremarried widow(ers) of deceased military personnel may be eligible for GI Bill home loans, when death is service-connected. Contact the Veterans Administration for further details.

• **Mortgage Guarantee.** The mortgage guarantee provided as part of GI Bill Loans does not pay off the mortgage upon the death of the homeowner. Those guarantees apply solely to the private lender who made the loan. The obligation to repay the loan falls to the deceased's estate and spouse. Only if the spouse defaults may the government pay the lender to the extent of the guarantee—but the government is then obligated to recover its loss from the family.

• **Officers and Enlisted Messes.** If facilities permit, commanding officers are authorized to extend the privileges of Commissioned Officers' Messes (open), Senior Petty Officers' Messes (open), and First and Second Class Petty Officers' Messes (open) to unremarried widow(ers) or retired members of appropriate grades or rates. Such authorization may be extended to their dependents. Contact the appropriate naval activity for more information.

• **Service Academy Appointments.** Each year a limited number of appointments to: the U.S. Naval Academy, Annapolis, Md.; the U.S. Military Academy, West Point, N.Y.; and the U.S. Air Force Academy, Colorado Springs, Colo., are reserved for the sons and daughters of military members who died of war injuries. Inquiries should be sent to:

Office of Candidate Guidance
U.S. Naval Academy
Annapolis, MD 21402

The Registrar
U.S. Military Academy
West Point, NY 10996

Director of Admissions
U.S. Air Force Academy
Colorado Springs, CO 80840

• **State Benefits.** Many states provide to survivors of veterans such benefits as educational assistance, civil service preference, tax and license fee exemptions, employment assistance and bonuses. Most of the states maintain veterans' agencies which supervise veteran and survivor benefits. The member's survivors should contact the veterans' agency in the state in which they intend to reside or the state in which the retired member last claimed residence. Any nationally recognized veterans' organization will also assist in providing information about survivor benefits.

• **Tax Relief.** The income of a member who dies of wounds, disease or injury sustained in a combat zone is exempt from federal income tax for the year in which death occurred. Any tax liability outstanding against the member at time of death will be cancelled or reduced. Refunds can be made if tax on such income has already been paid. The federal estate tax is not applicable in the settlement of estates of such combat veterans.

Table 1. Survivor benefits for

BENEFIT	DESCRIPTION
ARREARS OF PAY	Unpaid pay and allowances due to member at time of death.
DEATH GRATUITY	Designed to help defray immediate expenses, the death gratuity is six times the active duty member's monthly basic pay, to a maximum $3,000 payable to beneficiaries, usually within 24 hours of death.
SURVIVOR HOUSING ALLOWANCE	Surviving family of member who dies while on active duty may: (1) remain in government quarters for the 90 days following date of death; or (2) receive up to 90 days of Housing Allowance (BAC plus VHA). If the family vacates government quarters prior to 90 days, then the family will receive the cash balance of the 90 day Housing Allowance.
BURIAL EXPENSE ALLOWANCE Social Security Veterans Administration	 $255 lump sum death payment to widow(er) or eligible children of member covered by Social Security. $300 basic burial allowance plus $150 plot/interment allowance, if burial is not in a national cemetery. Service-connected deaths may receive up to $1,100.
EDUCATION AND TRAINING Navy Scholarships	 Various scholarships are available from Navy-affiliated organizations.
Navy Relief Society Guaranteed Student Loan Program Veterans Administration	Education assistance loans are available to surviving dependents of Navy members. Widow(er)s and children of members who died of service-connected causes may be eligible for up to 45 months of VA education assistance. Education loans are also available for those needing education financial assistance.
UNIFORMED SERVICES ID AND PRIVILEGES CARD (DD FORM 1173)	Unremarried widow(er)s, dependent children to age 21 (23 if attending full-time institution of higher learning) and parents/parents-in-law determined to be dependent are entitled to ID card and appropriate privileges, if deceased member had retired with pay from military service.
EXCHANGE, COMMISSARY AND THEATER PRIVILEGES	Sponsorship passes may be given to unremarried widow(er) of retired member until such time as widow(er) remarries and becomes the dependent of another person. Surviving children are entitled to exchange and theater privileges if dependent on widow(er) for over half of their support to age 21 (23 if attending full-time institution of higher learning).
HEADSTONES AND GRAVE MARKERS	When burial is in a national cemetery, a headstone or grave marker is provided without cost or application. Markers for private cemeteries will be shipped free, but applicant is responsible for transportation to the private cemetery and cost of placement at the grave. If a headstone or grave marker is purchased from a commercial supplier, a maximum of $70 toward purchase price is allowed.
HOUSEHOLD GOODS STORAGE/ MOVEMENT AND RELOCATION OF DEPENDENTS	Movement of dependents who were eligible to relocate at government expense and movement of household goods allowed before the member's death are permitted within one year to any selected location at government expense, and storage in transit up to six months is allowed.
LIFE INSURANCE SGLI VGLI	Automatic Coverage ($50,000 unless member elected lower amount—$10,000, $20,000, $30,000, $40,000 or no coverage). A member is covered for 120 days following separation or up to one year in the case of a veteran who is totally disabled at the time of separation (or retirement). SGLI may be converted to a five-year non-renewable coverage known as VGLI (Veterans Group Life Insurance). Members on active duty entitled to full-time SGLI coverage can convert to VGLI by submitting the premium before the end of 120 days following the date of separation from service. Members with full-time SGLI coverage who are totally disabled at the time of separation, and whose service makes them eligible for VGLI, may purchase this insurance in an amount equal to or less than their SGLI if they are totally disabled, up to one year following separation.
Other Government Life Insurance	Depends upon the amounts and type of life insurance purchased by the member.
Commercial Insurance	Depends upon the amounts and type of life insurance purchased by the member.
MEDICAL CARE	Dependents of retirees who are eligible for medical care under the Uniformed Services Health Benefit Program or for the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) remain eligible for such care after the member's death for as long as the spouse remains unmarried.
NAVY MUTUAL AID ASSOCIATION	A membership organization which provides death benefits of $25,000, assists beneficiaries in filing claims for government benefits and provides follow-up service as needed.
NAVY RELIEF SOCIETY ASSISTANCE	Provides temporary financial assistance (either a loan, gratuity, or combination of the two) to dependents of deceased Navy members plus counseling and referral services and other assistance.
RETIRED SERVICEMEN'S FAMILY PROTECTION PLAN (RSFPP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired before Sept. 21, 1972.
SURVIVOR BENEFIT PLAN (SBP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired before Sept. 21, 1972.
SOCIAL SECURITY BENEFITS (SSB)	SSB payments are separate from and in addition to any RSFPP or monthly VA compensation (but not SBP payments). SSB provides—depending upon eligibility—(a) monthly benefits to surviving widow(er) and dependent children; (b) MEDICARE coverage; and (c) lump sum death benefits (see Burial Expense Allowance entry).
VETERANS ADMINISTRATION DEPENDENCY AND INDEMNITY COMPENSATION (DIC)	Payable for service-connected death only. DIC is a monthly benefit determined on the basis of member's grade or rate and authorized for widow(er)s, unmarried children under age 18 (as well as certain dependent children), children 18-23 (if attending a VA-approved school) and certain dependent parents of members who died in service or who died following discharge from a service-connected disability.
VETERANS SURVIVORS PENSION	Payable to widow(er) and children of a member whose death was not service-connected, providing their income needs do not exceed certain limitations and their net worth is within reasonable limits, as determined by the VA.

active-duty members and retirees

WHERE TO APPLY	HOW TO APPLY
Commanding Officer, Navy Finance Center, Anthony J. Celebrezze Federal Bldg., Cleveland, Ohio 44199-2059.	Submit a claim for Unpaid Compensation of Deceased Members of the Uniformed Services (SF-1174).
Payment of local disbursing office is automatic upon notification of death and with Commander, Naval Military Personnel Command approval.	The local Navy disbursing office will provide assistance and information on death gratuity payments.
Local disbursing office.	The local Navy disbursing office will provide assistance and information on Survivor Housing Allowance.
Local office of the Social Security Administration. Regional office of the Veterans Administration. (Each state has at least one VA regional office.)	Apply to the local SSA office within two years of member's death. Application must be made within two years of member's death on VA Form 21-530 by mortician, survivor, or person paying burial expenses.
Commander, Naval Military Personnel Command (N-121D), Navy Department, Washington, D.C. 20370-5121.	NMPC will supply information on type and number of scholarships available.
Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1128, Arlington, Va. 22203-1989.	Apply through the Navy Relief Society.
Regional office of the Veterans Administration.	Submit VA Form 22-5490, Application for Educational Assistance; or VA Form 22-490W, Application for Program or Education or Training by Spouse, Widow or Widower; or VA Form 22-8725, Application for Educational Loan.
For determination of dependency of parent or parent-in-law: Navy Family Allowance Activity, Cleveland, Ohio 44199-2087. For renewal or replacement of ID cards: The nearest naval activity authorized to issue ID cards or the Commander, Naval Military Personnel Command (N-121), Navy Department, Washington, D.C. 20370-5121.	The following documents must accompany application: a copy of retired member's orders; death certificate; marriage or birth certificate (as appropriate); interlocutory or final decree of divorce (if appropriate); and letter from Social Security Administration certifying you are not entitled to Social Security hospital insurance (part A) (applicable only to widow(er)s 65 and over.)
See above information on Uniformed Services Identification and Privilege Card (DD 1173).	See above information on Uniformed Services Identification and Privilege Card (DD 1173).
Director, Headstone Service (42A), Veterans Administration Central Office, 810 Vermont Ave., N.W., Washington, D.C. 20420.	Submit VA Form 40-1330 for procurement of a headstone or grave marker and VA Form 21-8834 for reimbursement of commercially purchased headstone or grave marker. Forms available at any regional VA office.
The Installation Transportation Officer (ITO) at your local military activity will provide HHG information. The local military activity will also assist in the transportation of dependents.	The ITO will require copies of orders in addition to other selected forms. Check with the ITO for specific information.
Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J. 07102-9986.	The beneficiary will be contacted and furnished VA Form 29-8283 by NMPC-122 upon receipt of official death notice. VA Form 29-8283 and a certified copy of the death certificate are forwarded by claimant to the SGLI office for payment.
Office of Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J. 07102-9986.	Submit VA Form 29-8283 (available from regional VA office) and certified copy of death certificate to SGLI.
Veterans Administration Center, P.O. Box 8079, Philadelphia, Pa. 19101 (if residing east of the Mississippi River) or Veterans Administration Center, Federal Bldg., Fort Snelling, St. Paul, Minn. 55111.	In any communication with the VA about life insurance, include member's policy number, full name, date of birth and service or Social Security number, civil death certificate, VA claim file number and insurance policy number.
Local office of the insurance company by which the member is insured.	Consult your commercial insurance agent for specific application information.
Since changes may occur because of local service capabilities, consult your local Navy activity for entitlement information as well as for information on CHAMPUS.	CHAMPUS guidelines and medical care information are available from the Commander, Naval Military Personnel Command (NMPC-08), Navy Dept., Washington, D.C. 20370-5080.
Navy Mutual Aid Association, Navy Dept., Washington, D.C. 20370.	Further information is available from the Navy Mutual Aid Association.
Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1228, Arlington, Va. 22203-1989.	You may apply (a) in person at a Navy Relief Society auxiliary, (b) by call or telegram to their headquarters, or (c) in an emergency through the local chapter of the American Red Cross.
Commanding Officer, Navy Finance Center (Code 301), Anthony J. Celebrezze Federal Bldg., Cleveland, Ohio 44199-2059.	Submit application Form DD-768 to Navy Finance Center to receive annuities.
Commanding Officer, Navy Finance Center (Code 301), Anthony J. Celebrezze Federal Bldg., Cleveland, Ohio 44199-2059.	Submit NavCompt Form 2269 (7-78) to Navy Finance Center to receive annuities.
Contact local office of the Social Security Administration immediately following member's death because claims may not be honored after an extended lapse of time.	Assistance in making application will be provided by the local office of the Social Security Administration.
Your local VA regional office.	Submit application on VA Form 21-534 available from any VA regional office.
Your local VA regional office.	Submit application on VA Form 21-534 available from any VA regional office.

Financial Planning for Your Survivors

What financial shape would your family be in if you died tomorrow? Suppose you got hit by a car on the way home from the ship. After the trauma of your death and funeral was past, would your family at least find comfort in the fact you'd left them financially secure? Or would your death mark only the beginning of their troubles?

The following form may help you answer these questions. Referring to the explanation of rights and benefits in the accompanying table of benefits, you can get a working idea of the amount and types of assistance your family would receive upon your death. This amount, plus your personal assets, will give you an idea of the resources your family may draw upon after you're gone.

How much they will have to draw and when can be figured in the part on Personal Obligations. Subtracting this amount from your total worth will not only tell if you will leave a financially secure family behind when you die, but may also show where and what types of additional financial security you may want.

SURVIVOR BENEFIT	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
Arrears of Pay		n/a
Death Gratuity		n/a
Social Security Burial Expense Allowance	$255	n/a
Veterans Administration Burial Expense Allowance	$300 basic allowance + $150 plot allowance[1]	n/a
Life Insurance: NSLI/USGLI[2]		
Life Insurance: SGLI[2]		
Life Insurance: VGLI[2]		
Commercial Life Insurance[2]		
Navy Mutual Aid Association[2]		
Retired Serviceman's Family Protection Plan[3]	n/a	
Survivor Benefit Plan[4]	n/a	
Social Security Benefits	n/a	
Veterans Administration Dependency & Indemnity Compensation[5]	n/a	
Veterans Survivors Pension	n/a	
TOTAL BENEFITS		

NOTES:
[1]Service-connected death may receive up to $1,100.
[2]Amount and method of payment (one-time payment or monthly) dependent upon the amount and type of coverage elected by the member.
[3]Applicable only to those members who retired prior to Sept. 21, 1972 and elected this coverage.
[4]Applicable only to those members who retired or became eligible for retirement after Sept. 21, 1972 and elected this coverage.
[5]Monthly annuity dependent upon member's service-connected disability, grade or rate.

Survivor Benefits

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
PERSONAL ASSETS		
Savings[1]		
Stocks/Bonds/Investments[1]		
Personal Property (house, car boat & all high-value items)[2]		
All other assets/income		
TOTAL ASSETS		
PERSONAL OBLIGATIONS		
Rent/Mortgage[3]		
Utilities (gas, electricity, water, sewage, telephone, etc.)	n/a	
Food and Clothing	n/a	
Transportation (car expenses, bus fare, etc.)	n/a	
Credit cards/time payments[4]		
Miscellaneous expenses		
TOTAL OBLIGATIONS		

NOTES:

[1]You may either figure the total amount available as a one-time payment or compute the interest/dividents you earn each month as a monthly payment.

[2]Immediate cash would be available from the sale of high-value items. You may also receive monthly rental fees from a home or other appropriate items.

[3]Certain types of mortgage insurance provide for payment of the remaining amount due on homes upon the death of the member. This would represent a single one-time payment. Other types of mortgage insurance guarantee the amount of the mortgage but do not release surviving members from their responsibility for repaying the mortgage upon member's death.

[4]Many credit agreements provide for a monthly interest charge with no penalty for early payment. Other credit agreements may include a set finance charge—for which no credit is given for early payment—and/or an early payment penalty fee.

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
TOTAL SURVIVOR BENEFITS: plus		
TOTAL PERSONAL ASSETS: plus		
TOTAL WORTH minus		
TOTAL PERSONAL OBLIGATIONS equals		
FAMILY SECURITY OR INSECURITY AFTER THE BREADWINNER DIES		

Mail Buoy

Tae Kwon-Do

On behalf of the Navy Tae Kwon-Do Association, I wish to extend our sincere appreciation for your July 1985 article on the 1985 Navy Tae Kwon-Do Association Invitational games.

The professional attitude of both your editorial and photo staff was noteworthy and as a direct result of their efforts we have received over 400 inquiries from your readers concerning Navy Tae Kwon-Do. The inquiries that we received were very instrumental in gaining recognition this year of Tae Kwon-Do as a Navy sport.

On March 22, 1986, at Little Creek Amphibious Base, Va., the very first Navy-sanctioned Tae Kwon-Do tournament was held. Athletes from various activities of the Department of the Navy participated in this year's game. They have trained long and very hard for this game, and for some it will mean a trip to the U.S. Nationals as representatives of the Department of the Navy. Each service member who competed, no matter what the outcome, owes a great deal to the efforts of your staff.

Again, may I express our sincere appreciation for a job very well done.

—W.D.Baldwin
Norfolk, Va.

• *JOC(SS) Peter D. Sundberg, who photographed the invitational games, is assigned to FltAVComLant, Norfolk. Writer JO1(SW) E. Foster-Simeon has been on the* All Hands *staff since 1983.*

Site One

Bravo Zulu on your feature story on *Site One,* Holy Loch, Scotland!

On Dec. 30, 1977, this sailor, cold and travel-weary, checked aboard the drydock USS *Los Alamos* (AFDB 7) to quickly learn his importance to the Navy as a member of the "Subwash."

Keeping the hulls of SubRon 14's SSBNs (boomers) sanded and painted is a task not easily undertaken by an undermanned deck force—not to mention the drydock itself and the many support units we serviced—in the worst possible weather conditions. It adds up to a seemingly uncountable number of square feet.

Hanging from a 30-ton crane up against the sub in a 25-foot-long "paint brow" with three other seamen, sandblasting and hand painting with a common roller on a stick may seem primitive, but it's the only way to get the job done. Often we would watch a large section of fresh paint join the wet basin deck after a sudden rain shower. This happened without too much surprise, so we carried on. Deadlines were always met. During breaks the snowballs would fly or a fish or two would be caught from the loch.

Only in Holy Loch can a sub crew give their boat a two-tone paint job and become proficient dart players in just a few weeks.

Twelve months and an approved 1306/7 later, I bid farewell to the dock to join the R6 Division of the "World's Greatest Tender" USS *Holland* (AS 32), to work in my chosen rate as illustrator-draftsman as there were no DM billets aboard the drydock.

I hope to return one day for duty to visit old Scottish friends and to travel the Caledonian countryside with golfbag in hand and take in another five-country European trip sponsored by the YMCA in Dunoon, the local town.

—DM1(SW) Michael M. Luck,
Key West, Fla.

Your excellent article in the December 1985 issue on "Site I Holy Loch" discussed the fine work performed by Navy military and civilian personnel, but leaves out the very important fact that the "civilian shipyard teams always on site for contract work" are from the Navy's own Portsmouth Naval Shipyard in New Hampshire.

Established in 1800, the Navy's oldest federally-owned shipyard, Portsmouth built the first Navy-built submarine, built a large portion of the submarines in World War II and is the only yard devoting its considerable skills solely to submarine conversion and repair. Besides regular overhauls at its Kittery, Maine, site, it sends Tiger Teams to Groton, Conn. for selected restricted availabilities and to Holy Loch for extended refit periods.

Portsmouth's motto of "Sails to Atoms" lives today as a Tiger Team and is constantly at work maintaining the USS *Constitution*, the Navy's oldest commissioned vessel, berthed in Boston, Mass.

Yes, we at Portsmouth are proud of our skilled civilian workers who have been supporting the Navy's shipbuilding and repair needs for almost 200 years. We note, also, that our military leaders are the Navy's commissioned engineering duty officers, skilled professionals managing complex responsibilities in partnership with the civilian managers.

—John R. Wheeler,
Portsmouth, N.H.

Reunions

• **Navy Nurse Corps**—Reunion May 29-June 1, 1986, Bremerton, Wash. Contact Capt. Mary Kerdus, Naval Hospital, Bremerton, Wash. 98314.

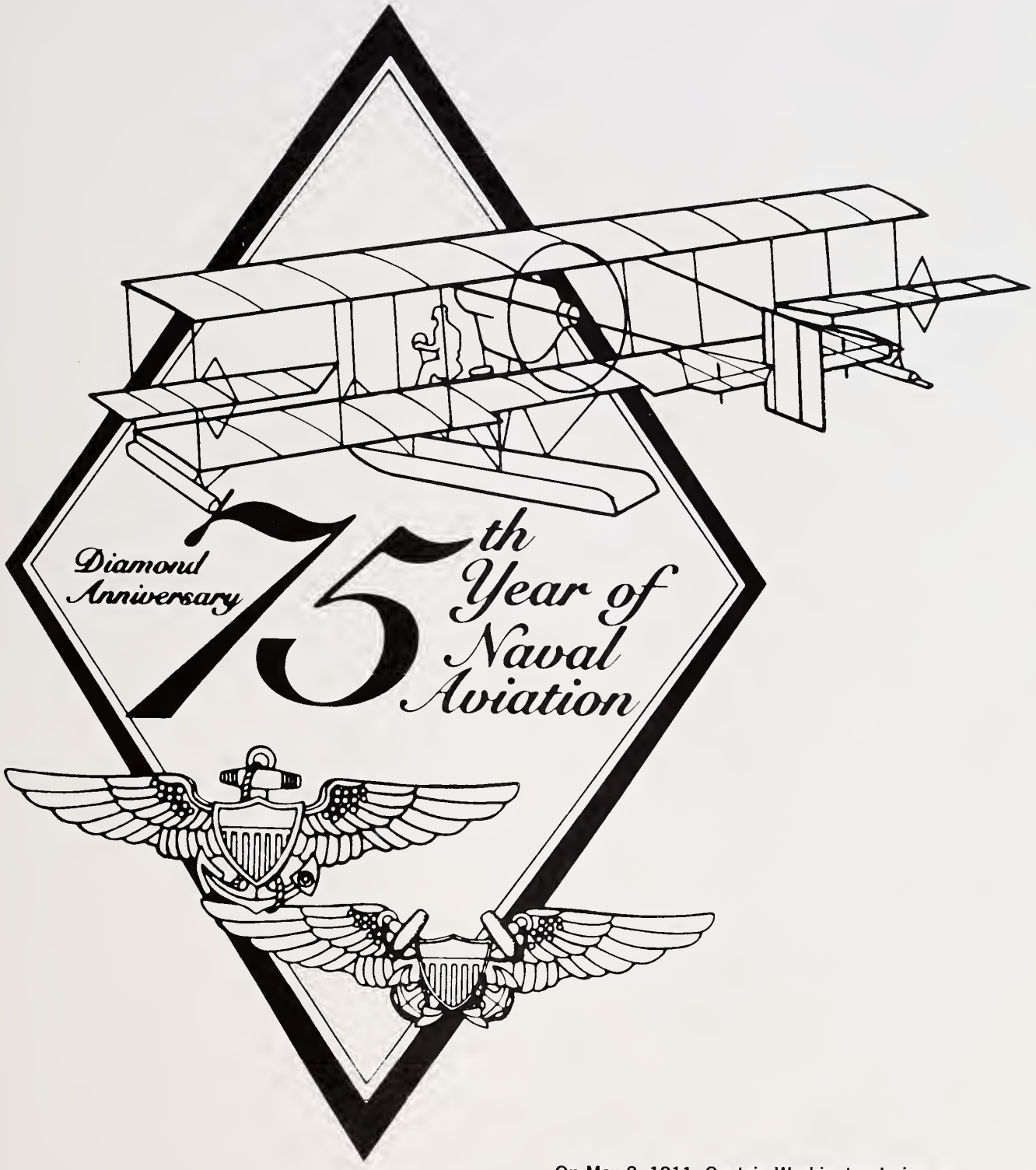
• **USS Hornet Club, Inc.**—38th annual reunion June 6-8, 1986, St. Petersburg, Fla. Contact Connie Masse, P.O. Box 277, Rehoboth, Mass. 02769.

• **USCG LST 793**—Reunion June 1986, New Orleans, La. Contact Raymond Rhodes, 300 Wright Ave., Hauma, La., 70364.

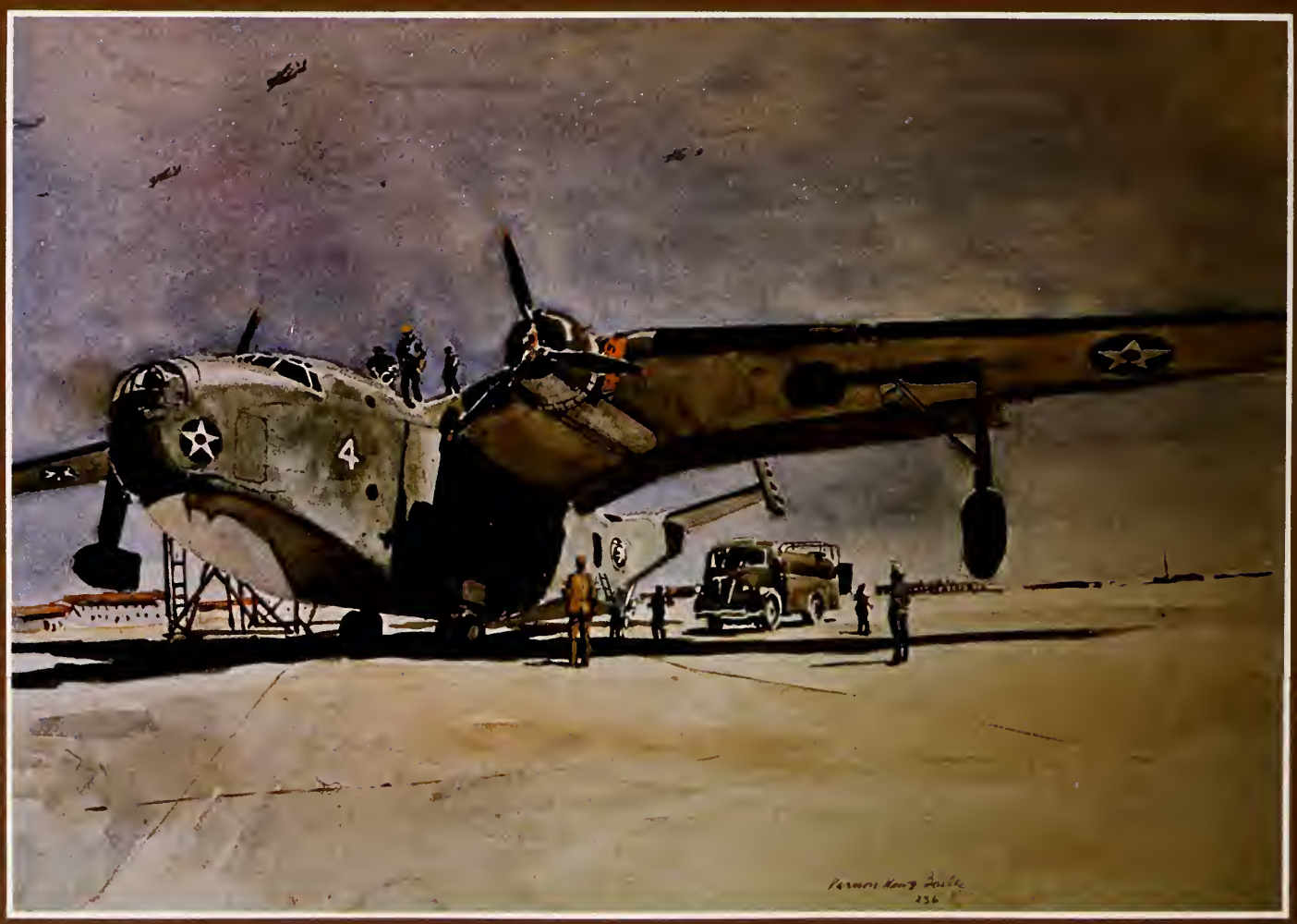
• **USS Essex (CV/CVA/CVS 9)**—Reunion June 10-14, 1986, Long Beach, Calif. Contact Jack Gallagher, P.O. Box 3156, Lakewood, Calif. 90711-3156.

• **USS Natoma Bay (CVE 62/VC 63/VC 9/VC 81/CARDIV 24)**—Reunion June 11-12, 1986, Reno, Nev. Contact Glenn McWilliams, 966 Harbor Towne Road, Charleston, S.C. 29412.

• **USS Galveston (CLG 3)**—Planning a reunion. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.



On May 8, 1911, Captain Washington Irving Chambers, officer in charge of aviation, prepared the requisition for the Navy's first aircraft. Noted aviator and inventor Glenn H. Curtiss was to be the supplier. This year marks the diamond anniversary of naval aviation.



Aviation art in April All Hands

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ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1986

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SERIALS SECTION



Navy art collection
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416

The third U.S. warship to be equipped with the MK 41 Vertical Launching System (VLS) was christened recently at Ingalls Shipbuilding Division. The ship, to be named *Antietam* (CG 54), is the seventh of 13 Aegis guided missile cruisers under contract to Ingalls by the Navy. CG 54 also is the third U.S. Navy ship to be named in commemoration of the Civil War Battle of Antietam in Maryland.



ALL HANDS

MAGAZINE OF THE U.S. NAVY
APRIL 1986 — NUMBER 829
63rd YEAR OF PUBLICATION

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NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service*, *Wifeline* and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 325-0495; AUTOVON 221-0495 for editorial; (202) 695-1884, AUTOVON 225-1884 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Rm 2E329 Pentagon, Washington DC 20350-1200. Other correspondence and submissions to *All Hands*, NIRA Print Media, Rm 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

Covers

Front and back: "The Battle of Midway," an original watercolor for *All Hands* magazine by Michael Leahy, is part of our tribute to naval aviation's 75th anniversary.



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Motorcycle Safety

Story by Derek Nelson

At the foot of the pier stands a squadron of motorcycles, sleek and powerful. They're a fixture at Navy bases these days, along with the anti-terrorist barricades and the franchised fast-food restaurants.

The same motorcycles seem like horses tied up outside the bunkhouse. After work, the owners climb on and ride off into the night. They joke and jostle their way into town, probably bound for a couple of snorts of red-eye. They're in the mood to get a little rowdy.

All this is predictable and even understandable, but the cowboy/sailor analogy ends there. When a cowboy gets tossed out of his saddle, he usually picks up nothing worse than some trail dust and some ribbing. When a sailor sails off his motorcycle, he gets hurt. Last year, 1,241 sailors were injured badly enough in motorcycle accidents to miss work. Some were permanently disabled—81 died.

That represents only a small fraction of the Navy people at risk. "We figure that 10 to 15 percent of the Navy's population rides motorcycles," said Nevil Moore, head of the motor vehicle safety division at the Naval Safety Center in Norfolk. That translates into roughly 60,000 riders. "They make up almost 40 percent of all the Navy's deaths from motor vehicle accidents," Moore added. Furthermore, they suffer nearly 50 percent of all motor vehicle-related injuries.

"There isn't a day goes by that we don't get a message about somebody busted up in a motorcycle accident, two steps away from death," Moore said.

The messages he refers to—Navy mishap and injury reports—are repetitive, graphic and, often, tragic. Over and over, they tell what happens when a motorcyclist doesn't drive defensively, drives while intoxicated, drives too fast—or all three.

A recent report described the death of a Navy cyclist from California. Just before midnight, he collided with a car that had stopped in traffic to make a U-turn. He hit the driver's door, flew over the car and traveled 25 feet. "The decedent had not registered his motorcycle on base and had not attended the motorcycle safety school," the report read. Investigators found a scuffed, nicked helmet at the scene. The rider had not been wearing it. The sailor would have sustained some injuries from this mishap even if he had worn his helmet but the coroner said he would have survived.

Why so many accidents? Moore's answer was blunt. "They don't know how to ride motorcycles," he said. "They don't 'read ahead' in traffic, and they mix alcohol and speed with riding. A motorcycle is unstable to start with. You take a person who is unstable because he's been drinking, someone who can't make quick decisions and perform several activities at once, and you have trouble. You can do some foolish things in a car and get away with them," he said. "On a motorcycle, you do the same foolish thing and you may be dead."

Nevertheless, especially for younger sailors, the attraction of motorcycles is strong. They are a relatively inexpensive means of transportation, and they are fun to ride. Other attractions include "macho image, risk and speed," said Moore.

"The advertisements definitely push speed," said Engineman 1st Class Bill Davis, a motorcycle safety instructor attached to the USS *Roosevelt* (CVN 71) pre-commissioning unit. "They tell you that if you buy a motorcycle, you've got



to go fast. They don't push safety, that's for sure."

"I like the one that says 'Faster than a traffic summons,'" said Jim Filek, the Navy's chief motorcycle safety instructor. He shook his head slowly, and sadly recalled a recent report that told of a wreck in which the motorcyclist was traveling more than 110 miles per hour when he hit a bridge abutment. "He went 400 feet in the air," Filek said, "and lived three hours, too. Broke every bone in his body."

Filek investigated plenty of motorcycle accidents when he was a police officer, and perhaps can visualize them more clearly than most people. "I can put myself right at the scene," he said, describing a talent most of us would rather not have.

Filek came to the Naval Safety Center in 1979 as the first staff member devoted full-time to motorcycle safety programs. He has certified some 500 Navy motorcycle instructors since then.

Although motorcycle safety was already a top Navy priority in the late '70s, the statistics continued to paint a grim picture in the early '80s. Deaths in auto-

mobile accidents were decreasing, as were pedestrian fatalities. Yet the number of people killed on motorcycles was climbing, from 1.07 deaths per 10,000 Navy personnel in 1981, to 1.35 in '82, 1.52 in '83, and 1.62 in '84. One factor in the increase was a rapidly growing number of motorycyle riders. Nationwide, motorcycle registrations rose from 3.3 million in 1975 to 5.4 million in 1985. The Navy's increase in motorcyclists was probably steeper than that.

Finally, in 1985, the number of deaths per 10,000 personnel dropped to the 1982 level. The 14 percent drop was good news, but Filek isn't celebrating. "They should be down 62 percent," he said. "Two riders ran stop signs, hit cars, and were killed," he explained. "That should never have happened—they should be alive. I read seven other reports about motorcycle riders who crossed into the wrong side of the road and ran head-on into cars. That leaves 72. Forty-one of those mishaps were single vehicle accidents. They died from their own mistakes—running off the road and into curves, trees, poles, signs, walls and parked cars. That leaves 31."

Filek shrugged. "If the truth be known, I'd say that only five or six of those deaths were totally unavoidable."

The Navy's primary tool in the fight against these accidents is a motorcycle safety course that combines classroom and on-range training and testing.

Davis, now a senior instructor, always starts his classes by asking students what they expect to get from the course. "At the beginning, about half of them figure I'm not going to teach them anything" he said, "and that all they want is their card," which will allow them to get the sticker that in turn lets them on base with their motorcycle. "By the end of class, 90 percent tell me that they were wrong," Davis said. "I've never had anyone tell me it was a waste of time."

"What humbles them is the first time they go through the range skills test," Davis observed.

The range is an innocent-looking, cone-studded layout of circles, boxes and curves. It can fool you. "It's all control," Davis said. "Plenty of new riders are fine when it comes to straight-line riding, but not with maneuvers."

The range dramatizes the importance of knowing things like how to coordinate a motorcycle's throttle and clutch, and





how to counter-steer—in short, how to stay alive in traffic.

Davis' ship has had its own motorcycle safety course for about a year, making it one of the 125 active courses in the Navy. The deaths of two crew members in motorcycle accidents added impetus to the ship's effort to develop its own course. Other carriers have since been in contact, asking for guidance in setting up their own programs as well.

Given Davis' description of the average motorcyclist attending the course, Seaman Apprentice Ian Keller is a welcome exception. He recently took the motorcycle course and gives it high marks, but seems to have had an excellent attitude even before coming to the course. "I've had too many friends get messed up on motorcycles," he said. He has reason to take bikes seriously. Riding legally and carefully is exciting enough, he said. When it comes to riding after drinking, or speeding, or hot-dogging—"that's not what motorcycles are for," Keller said.

Keller has been in the Navy less than a year, but had two years of experience riding dirt bikes in Florida as a civilian. He hadn't ridden for two years when he bought a motorcycle in Norfolk this winter. "I was planning on taking some kind of course," he recalled. "You can never learn enough."

"The drivers in this area . . . " he said, shaking his head. "It's hard to trust them. I didn't feel safe until I really knew how to maneuver my bike." There is no doubt, he said, that motorcycles are more dangerous than cars. "You've got to have eyes in the back of your head. If you see a car stopped at an intersection, you've got to be thinking that it might pull out right in front of you."

He's exactly right—sooner or later one will.

Although some motorcyclists are violently opposed to helmet laws, Keller said, "I'd wear one even if there wasn't a law.

"I had a friend who was killed on a motorcycle," he said. "I was in boot camp when I got the letter. It hurt me a lot." Moore feels confident that the new version of the Navy's motor vehicle safety instruction, OpNavInst 5100.12C, will

You can't take your bike on base until you've passed a certified motorcycle safety course.





help make further reductions in the number of Navy deaths and injuries. It requires that motorcycle riders wear a helmet and other protective gear at all times, not just in accordance with state law. That provision should pay off in California, a state with year-round riding weather, no helmet law, and the highest number of Navy motorcycle deaths. The new instruction also requires all motorcycle owners to go through the safety training, whether they want to bring their motorcycles on base or not.

The statistics are looking a bit better, but motorcycle safety is still a tough problem, any way you look at it. Keller seems to have learned some good lessons, but riders like him still aren't the norm.

"At the ages between 18 and 26, I don't think anyone really thinks about dangerous things or getting hurt," Filek observed. "Death is the furthest thing from a young person's mind. Some of them will see a friend wiped out and it still won't occur to them that it could happen to them."

But it can and the Navy is working hard to see that it doesn't. Motorcycle safety training can help every Navy biker ride off happily into the sunset.

Nelson is an assistant editor-in-chief for the Safety Publications Department. Photos by PH1 Russel A. Elder

Naval Safety Center

Story by Derek Nelson

In fiscal year 1985, 73 Navy people died in aviation mishaps and 72 aircraft were destroyed. It cost the Navy $363 million. In that same year, 216 Navy people were killed in motor vehicle accidents while off-duty, representing nearly 60 percent of all accidental Navy fatalities, and nearly 2,500 others were injured. More than 12,000 Navy personnel and civilian employees were hurt in job-related mishaps serious enough to cause them to miss work. The Navy paid $145.7 million in worker's compensation to injured and ill employees.

The Naval Safety Center's job is to help prevent accidents and solve a host of other problems just as costly and important. The Safety Center staff has helped the Navy make progress in many of these areas. Although motor vehicle mishaps cost the Navy nearly $33 million last year, that total was down 19 percent from the year before. The aviation mishap rate is the lowest ever, roughly one-tenth of what it was when the Naval Safety Center started in 1951.

But problems remain. For example, 110 of the 121 Navy people killed in automobile accidents last year weren't wearing seat belts.



All the other mishap and loss statistics compiled and published by the Naval Safety Center represent similar specific goals for improvement.

The Naval Safety Center staff is carrying on the battle against hazards and mishaps on dozens of fronts. Aircraft mishap investigators sped to the scene of 44 crashes around the world last year. Safety survey teams visited 99 aviation units, 73 submarine commands and 146 surface ship commands. The records and data processing department received and coded thousands of mishap reports from fleet and shore units. They responded to an average of 250 requests for information every month, and produced about 500 annual reports for various units, based on the information in the Naval Safety Center's computer banks.

Other staff members train safety officers and driving instructors. The Naval Safety Center staff includes analysts in all types of aircraft, experts in aviation maintenance and in surface ship and submarine systems, flight surgeons, fire protection engineers, industrial hygienists and specialists in system safety.

The Naval Safety Center is also a major Navy publisher, producing three magazines and three newsletters, for a combined total of 770,620 copies per year.

The staff of 300 is made up of 160 civilians and 140 military personnel. Rear Adm. Henri B. Chase took command last August, after a tour as deputy commander of Naval Military Personnel Command. Chase has repeatedly stressed that his goals are to better analyze the information gathered by the Safety Center, and to offer more meaningful and useful feedback to the fleet, all as part of the total effort to make duty in the Navy as safe as possible.

PRIMUS

A new idea in military health care

Despite what you hear, *good* ideas do find their way out of Washington, D.C.

Take the program the Army recently embarked on. If all goes according to plan, it could result in you and your family receiving faster, more convenient medical care while saving the government money.

It all started when military medical clinics at Walter Reed, Fort Belvoir and other Army posts around Washington began reporting that they were unable to keep pace with the growing number of people requesting care. Cases were cited of patients waiting more than three hours to receive primary medical care—treatment for colds, fevers, sprains and other minor ailments—at overcrowded military clinics and emergency rooms.

When the Army Surgeon General, Lt. Gen. Quinn H. Becker, heard of the problem, he decided to test a new concept that called for primary health care facilities operated by civilian contractors.

The goal was not only to relieve overcrowding at military clinics but also to provide military members and their families with improved service by making medical care more accessible to them.

The result was PRIMUS—Primary Health Care for the Uniformed Services.

In October 1985, the first PRIMUS clinic opened on an experimental basis in Fairfax, Va.—a residential area in suburban Washington that has a large military population. The response was so great that two more clinics are scheduled to open in Northern Virginia this Spring. During the next five years, the Army plans to open 26 such facilities nationwide in areas with large military populations.



Just how good an idea is PRIMUS? Judge for yourself.

PRIMUS clinics are open 365 days a year—from 7 a.m. to 8 p.m. on weekdays and from 7 a.m. to 2 p.m. on weekends and holidays. No appointment is needed and the service, including medication, is free.

Anyone who is eligible for care at military medical facilities can use PRIMUS services. That includes active duty service members and their dependents as well as retirees and their dependents, regardless of service affiliation.

In addition to treating minor illnesses and injuries, these clinics also provide services such as school physical examinations, PAP smears and gynecological exams.

Because PRIMUS clinics deal only in minor medical problems, they are able to give faster service than many military clinics. Doctors even dispense whatever medication they prescribe, which saves patients from standing in line at a pharmacy. And anything that saves time seems to sit well with patients.

Photographer's Mate 2nd Class Sheri Nelms-Thorsvik used PRIMUS when her daughter had a 104-degree temperature. She was in and out of the clinic, medication in hand, within 20 minutes—less time than it would have taken her to get to the nearest military clinic.

"It was great," she said. "The care was about the same as we would have received at a military clinic, but the convenience made a big difference."

Innovative clinics such as PRIMUS are expected not only to relieve the burden on military hospitals but also to save the government money.

Capt. Paul Mouritsen, of the Army Surgeon General's office, said contractors are paid a set fee for each clinic visit. "That fee is lower than the government share on the average CHAMPUS claim (for similar care)," he said.

The Naval Medical Command is evaluating the concept of contractor-operated primary health care facilities—a concept that already has high-level support in the Pentagon.

Dr. William Mayer, assistant secretary of defense for health affairs, called on the other three services to follow the Army's lead, saying PRIMUS is an example of the "innovative thinking and follow-through that is needed to improve the military health services system."

Who says *good* ideas never come out of Washington? □

—Story by JO1(SW) E. Foster-Simeon

Dave Rosenberg

Sharing ways to have a

Dave Rosenberg likes to share what he knows with other people—except when it comes to anything about himself. He introduces himself to his audiences as an ex-Navy man who served aboard USS *Monterey* (CV 26) during World War II. He also tells them he works as an intercultural relations specialist for the Naval Military Personnel Command.

But he never tells his audiences that he's traveled to more than 50 countries, speaks 10 languages, and has worked for the Navy teaching sailors and Marines about international customs and traditions for more than 25 years. He lets them figure that out for themselves.

Rosenberg grew up in an ethnically mixed neighborhood in Winthrop, Mass. His awareness of different cultures started at the age of 12 as a member of the local Boy Scout troop. He claims a person practically had to be a linguist just to pronounce the other boys' names correctly. Even now, he has several personal calling cards printed in English on one side and in another language—Japanese, Thai, Icelandic, Spanish or French—on the other.

He also played several instruments in a small orchestra which performed at German, Irish, Swedish, Greek, Italian, Jewish and Polish weddings. Most of his early experiences enriched his knowledge of foreign languages and customs which he now puts to use for the Navy.

Members of Patrol Squadron 45 filed into the NAS Jacksonville, Fla., theater for Rosenberg's intercultural briefing before their Bermuda deployment. Bermudan music blared out of loudspeakers. Colorful flags hung from the ceiling. Hundreds of signs and language boards lined the walls.

The stout man on stage looked down at the items on the table in front of him, testing a noise maker, then showing off a wooden spaghetti measurer and other odd kitchen utensils. Wearing a blue guayavera (a short-sleeved tropical shirt) and brown slacks—common Bermudan attire—he looked as if he was on his way to a stroll along the beach rather than preparing to give an intercultural briefing. He peered through his plastic-rimmed glasses at the 250 sailors settling into their seats.

Suddenly, he shouted into the microphone.

"My philosophy is that these lectures are not just for overseas travel, but for getting along with people here at home, too. They're about leadership, command development, staff development, and knowing the right thing to do and where! They're about being human beings!

"I'm going to talk about *everything*! If you have a question, raise your hand or yell it out. The key to training is to *ask*!"

He picked up a kakir (Arabian headdress), draped it over his head and secured it properly with a lagal (braided band). Looking like a Saudi Arabian, he said, "I wonder what you're thinking of a guy dressed up in all this stuff. I've had a lot of fun learning to do things *right*, and I want to share it with you. There's a lot of boredom and loneliness in the Navy. I could cry when I see people who don't know what to do or where to go when they're overseas.

"There's so *much* to do!" His voice strained as he shouted louder. "But sometimes you want to be *so* good, you end up doing nothing—so you go down the drain with loneliness and boredom."

No one is bored at a Rosenberg lecture. He enjoys his job and he makes you enjoy it too. Rosenberg says he can't wait to go to work every day. He works 12- to 14-hour days with his assistant, Yeoman 1st Class Delores Hill, to prepare for these lectures with the fleet—East and West Coast squadrons and overseas stations.

He feels most people want to act right overseas but don't know how. He's aware of the troubles Navy people and tourists have in foreign countries and is doing



rewarding liberty







Dave Rosenberg

something about it: teaching local customs and courtesy.

His lectures on intercultural trivia and tips on proper behavior have been compared to a nightclub act. He kept VP 45 squadron members spellbound with his unpredictable, fast-paced performance. Some of Rosenberg's lectures have lasted up to five hours, since he includes small bits of information on many countries, not just the country his audience will be going to.

"I want people to be motivated to learn about the world. I hold their attention by changing the subject often, because I know everybody wants to hear something different, and especially something that applies directly to them."

ZZZZZRRRRIIIINNNNGGGG! "We're right on schedule," he told his audience. "I've got alarm clocks up here to keep me on track."

He picked up a hammer. "I'm going to talk about toilets." BANG! He slammed the hammer down. "I'm going to pass out food," he yelled as he threw hard candies and nougats into the surprised audience.

"People are afraid of two things when going overseas: food and toilets.

"In Bermuda, where they speak British English, the commode is called the 'loo' or 'WC,' for water closet. And it has the old-fashioned pull-chain. Pull it and it flushes. But when you get to Iceland, *you* try to figure out how those toilets flush. You just pull the little knurled knob up—simple! But some urinals have electric eye flushers—just walk away and the toilet flushes—good idea!"







After more of the straight scoop on toilets, discussions about sanitation devices in Bermuda, and related discussions and tips, Rosenberg abruptly changed tactics and started clapping and marching.

"Now come on, stand up! I know it's warm in here and you're sticking to your seats. Up everybody. Now stand up straight and clap. Clap like this: one-two-three-four; hey-dip two-three-four! Now let's start marking time in place." He marched his 200-pound, 5-foot-9 frame around the stage and clapped "One-two-three-four! Hey-dip two-three-four!"

Loud bursts of clapping hands and pounding feet echoed through the auditorium for several minutes, before he had his audience sit down again and continued the briefing.

Rosenberg held up traffic signs (which he made in his studio/office) to show how they varied in different countries and explained what to expect in Bermuda.

BANG! BANG! BANG! Shots from a starter's gun startled the audience as Rosenberg signalled a change of subjects: proper dress, good restaurants, night clubs, drinking water, money, elevators, bike safety, shopping and sports. He told the audience how much to pay for a cab, how to find dates, what to watch for in customs, at the beaches and in nightclubs. He covered geography, history, and tips about the local people.



"*Courtesy*!" he screamed. "In British ships, everyone says, 'Thank you very much, thank you, right o'!

"In the British Navy, they may hate each other's guts, but at least they say 'good morning' and 'thank you very much.' It doesn't hurt. People need to feel appreciated."

He threw the important things to know in with the apparently trivial, "sneaking" in valuable information. Then, shifting again, he hit on personal interests to encourage sailors to get out and *do* things.

"Any scuba divers here?" He waved his arms as he chanted, "I hereby make you—encyclopedia-brittanica-magna-carta-charge-accarda—*all* scuba divers. This is your chance of a lifetime!" He shared tips about what equipment to buy or rent for scuba diving, a popular recreation in Bermuda.

He gave the sailors what he called "ideas on conversational ammunition"—showing them how to initiate conversations with people on any occasion.

To make his point, Rosenberg picked up a furry toy animal and placed it on his shirt. He jumped and squealed as the animal leaped toward his face. The animal got its "life" through a hidden spring.

"It takes practice to make it look real! It's a skill to learn and share with others," he told his giggling audience. "You don't have to say much," he said, "but just make the animal *look* good!"

How else to meet people?

"Get a map and look lost—in a decent part of town," Rosenberg suggested. "You'll be surprised how helpful people will be.

"Try a few magic tricks," he urged as he held up two large playing cards. Making an elaborate hand motion, he chanted, "I hereby make you—encyclopedia-brittanica-pebeco-oleo-margarine—*all* magicians." He proceeded to demonstrate the card trick—another conversation starter.

ZZZZRRRRIIIINNNNGGGG! "We're right on schedule. Learning about people is fun, but learning about yourself comes first," he continued. "Before you can be of service to others, you have to have health, self-reliance and personal skills. And you have to respect *other* people's rights and appreciate *their* skills.

"OK now, let's all stand and clap. I know you need to loosen up. Start clapping! One-two; one-two-three. One-two; one-two-three.

"When people in Turkey are pleased with something they clap this way: one-two; one-two-three." He started singing: "One-two; one-two-three; One-two; cha-cha-cha. That's the cha-cha-cha and it's coming back in Bermuda and in discos everywhere."

Three and a half hours had sped by and his audience knew they had been well-entertained. What they may not have realized is that this fast-paced man had given them some unique lessons on life, and how to have fun overseas *and* in their own home port! But maybe they'll realize it the next time they go on liberty.

His enthusiasm is obvious, but how does he keep it up after all these years?

In an article he published a few years ago, Rosenberg quoted an old Spanish phrase: *La vida es sonar—es explorar—y es compartir.* (Life is to dream—life is to explore—life is to share.)

He wrote, "We all dream of things we would like to do, to accomplish, things we would like to come true. And we have found that they won't come true unless we work at it—explore, attack the project, dig, find out, study, try again. It takes effort to achieve that dream... And then—what good is it, if we don't share it?"

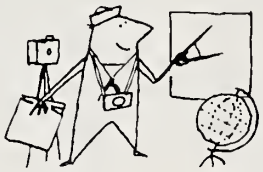
Dave Rosenberg shares his world with anyone who wants to learn. And he has fun doing it. □

—Story and photos by Candace Sams

Overseasmanship

Tips from Dave Rosenberg on making your trip better for you—and f

• **Prepare for your trip**—A ship's library will have travel books, encyclopedias and magazines for background material on the port you'll be visiting. Share this information with shipmates through the newsletter or on the bulletin board. A copy of official language guides will come in handy.



• **Learn the language**—Try to learn the local language. Speak slowly. There will be people who know English, but it's a mark of respect if you make a conscientious attempt to use the native tongue. Learn enough to at least pronounce the name of the port you are in the way the local people do. As a start, learn how to say "hello," "thank you" and "goodbye."



• **Have fun eating**—Take advantage of local specialities. Get out your language guidebook and practice the "please," "thank you," "delicious," and "more" routines. Go easy on any items you're not used to. Listen to the advice of the ship's doctor on local water, milk, fresh fruit and vegetables, then *use tact* in refusing such items. Order bottled water and other recommended substitutes if you're unsure of local drinking water. Don't casually leave a lot of food on your plate, especially in an area that has a food shortage.



• **Use dollar sense**—Change your dollars into local currency at authorized agencies, banks or large hotels. Traveler's checks are best for paying large amounts. Overtipping is unnecessary. Be discreet with your money—don't tempt pickpockets or muggers.



• **Visit people**—If you are fortunate enough to be invited to someone's home, bring a gift. Stock up on inexpensive gifts before you leave the United States.



• **Meet people**—The common ground of your job is one good way to build friendships with local people. If you're a machinist's mate, look up the local machine shop to exchange ideas. Cooks aboard ship can ask permission to talk with restaurant and hotel chefs. Medical corpsmen will be welcomed by local hospital personnel.



• **Exchange information and learning**—A good way to build friendship is to let the local people know they have something to offer you. Set up a magazine exchange with someone, for example. If you're stationed in one spot for awhile, take advantage of local educational opportunities—music, language, sculpture, scientific and technical studies.



• **Dance the right step**—This is a natural way to get to the heart of the people. Our own rock-n-roll has been adopted in many areas—in exchange, find someone to teach you some of the strange but simple traditional dance steps; for example, Greek syrto, Spanish sardana, schottische of northern Europe, Arabian dubke and the universal polka. Don't be surprised

ntercultural relations.

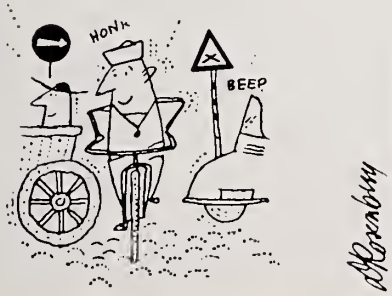
to see some groups doing American square dances.



• **Dress right**—If you're allowed to wear civilian dress, avoid the "tourist" look. Eccentric clothes and flashy shirts are out of order in some areas and may arouse criticism.



• **Traffic**—Familiarize yourself with local driving habits, signs and symbols whether you will be driving or not—for safety's sake. Keep an eye on cyclists, kids and old folks—just as you do at home. □



'It ain't braggin' if you can do it'

Born during World War I to German immigrant parents, Dave Rosenberg spent his childhood and his teenage years in Winthrop, Mass. He attended New Haven Community College in Connecticut. Later, while holding down three jobs, he attended the Massachusetts School of Art, studying with private tutors in portrait painting and airbrushing. He was an apprentice wood carver, letterer and stained glass worker at the Florentine Art Guild. He soon had his own studio as a portrait painter and commercial artist.

At the beginning of World War II, he was a scientific illustrator for the Massachusetts Institute of Technology before enlisting in the Navy. At the end of the war, he worked for *All Hands* magazine as a civilian writer, illustrator, photographer and art director. He contributed articles and illustrations regularly, including centerfolds on nucleonics, flags, the phonetic alphabet, semaphore, morse code, how to tell weather changes by clouds, the history of aviation, submarines, and the naval uniform. He also worked with the *Navy Chaplain's Bulletin* and the *Naval Reservist* magazine.

In the 1950s, Rosenberg rode several ships as a civilian writer and photographer for *All Hands* magazine. His sea stories today recall the times he's shared with sailors and Marines as they found ways to enjoy liberty in foreign ports.

For the next 25 years, Rosenberg worked in intercultural relations for the Naval Military Personnel Command, ultimately becoming director of that program. His office comes under the Leadership and Command Effectiveness Division for the Human Resource Management Program in NMPC. His office's goal is to provide intercultural training for the Navy and Marine Corps people and their dependents, in order to reduce any adverse impact of an overseas environment on an individual's effectiveness and to make leave and liberty more enjoyable. A related goal is to develop and maintain positive relations between the Navy and the countries in which Navy people live and work.

"It ain't braggin' if you can do it!" He voices the old adage to encourage Navy men and women to develop their potential and share their talents with others. He said that by learning about other cultures and sharing their leisure activities, customs and traditions, people can appreciate other people as well as have a better time.

To support this, he writes, produces and hosts Navy films and intercultural briefing videos for Navy SITE television.

He's also appeared on "What's My Line," "To Tell The Truth," and "60 Minutes," which described his "overseasmanship" program as the most cost-effective program in the armed forces. He's briefed White House staff members, government agency personnel, college students and reservists.

For more than 40 years, Rosenberg has been active in civic community and international programs. He has been director of folk festivals all around the nation, cultural program chairman for the President's Christmas Pageant of Peace since 1954, coordinator of the 1981 presidential inaugural ball, intercultural relations advisor for Sister Cities, founder and officer of the North American Council of Bavarian Dancing Groups, and a life member of the Eagle Scout Association. He's been a four-time Department of Defense finalist for the Rockefeller Public Service Award.

He's also won numerous Navy Superior Civilian Service awards, and was honored with the Federal Republic of Germany Distinguished Service Cross, 1st Class, for his service in the interest of intercultural understanding. □

F-4 Phantom

End of an era

Story by JO2 Ron Vanasdlen

A major event in the history of naval aviation was recorded early Tuesday, March 25, aboard USS *Midway* (CV 41). The final F-4S *Phantom* fighter to be launched from a U.S. Navy aircraft carrier was catapulted across the "Big 41" for the last time.

Lt. Alan Colegrove, pilot, and Lt. Greg Blankenship, radar intercept officer, flew Fighter Squadron 151's *Phantom* 210 off the deck of the carrier at 9:12 a.m., marking the end of an era that spanned more than three decades. The historic fly-off occurred as *Midway* conducted flight operations in the East China Sea about 100 miles south of the Republic of Korea.

The F-4Ss of VF 151 and VF 161 were the last *Phantoms* in the Navy's inventory, serving aboard 13 operational aircraft carriers. Carrier Air Wing 5 is slated to receive the Navy's newest and most sophisticated aircraft, the F/A-18 *Hornet*, following modifications to the ship during its next yard period.

"With this fly-off we have witnessed the end of an era, that of an aged but still most effective fighting machine, the F-4S *Phantom*," said Capt. Riley D. Mixson, *Midway*'s commanding officer.

The *Phantom* had been the tried and true airplane for Navy aviators for almost 30 years, but that chapter of naval



Photo by PH3 David Weideman

aviation history has ended.

Carrier Air Wing 5 Commanding Officer, Cmdr. Tim Beard, said that since the F-4 was first introduced to the Navy, it has broken several world records. In 1961, the afterburning engines powered the aircraft to a speed record of mach 2.6—1606 miles per hour. At this speed, the lengths of eight football fields pass beneath the *Phantom* every second, and 27 miles are covered every minute.

In 1958, the F-4 set an altitude record of 98,537 feet—18 miles above sea level—where the atmosphere is so thin the sky becomes dark and stars can be seen in daytime.

The *Phantom* also set a record for rate of climb, surpassing 49,000 feet per minute, a rate of more than 830 feet per second or 560 miles per hour—straight up. By far, the aircraft's most impressive record, however, is its low altitude speed of 902 miles per hour in level flight. In an era when aviation records were broken monthly, the *Phantom* holds the low altitude mark to this day.

The F-4 was the first aircraft flown simultaneously by the U.S. Navy Blue Angels and the U.S. Air Force Thunderbirds flight demonstration teams.

"It has earned its way through and will continue to do so for several years," Beard said, referring to the fact that the Marine Corps will still be flying *Phantoms*. "The capabilities of that jet have paid off in many ways for the Navy, and I do hate to see it go."

Cmdr. John Patton, commanding officer of VF 161, is a former Blue Angel and has flown F-4s for 16 years. He has logged more than 3,200 flight hours in the *Phantom*. In his opinion, there couldn't be a finer airplane.

"F-4 has been a strike fighter since 1961 when it became operational. We carried all the ordnance everybody else had, plus we did the fighter missions. There's probably not a fighter around that can do the mission better than the F-4."

Patton said that after a few years, "people will look back and say 'I got 500 traps' or '1,000 traps in the F-4'—it's something to be proud of."



Photo by PH3 Scott Guido

The squadrons also have an impressive history using the jet. VF 161 was the last ace squadron of the Vietnam War. While flying off the *Midway* in F-4Js, the squadron shot down the last MiG in that war.

Last year, when *Midway* spent the summer in the Indian Ocean, the squadrons did not have any accidents, even when conditions seemed most unfavorable, with a pitching deck and low visibility.

"It's a tribute to the pilots and radar intercept officers. I'm really impressed with something like that," Beard said. Over five years of flying the jet and 20,000 hours of accident-free operation have helped make a great record for the squadrons and the F-4.

The airplane leaves VF 151 and VF 161 to return to the United States. Some of the planes will go to the desert for preservation, two are marked for VX 4 Pacific Missile Squadron at Pt. Mugu, Calif., several will go directly to the Marine Corps, and nine or 10 will go to NAS North Island, Calif. for a little work and refitting and then to the Marine Corps. It is expected that the Marines will continue to use the jets until the 1990s.

At least 12 foreign countries use the F-4, and it is expected that they will use the jet well into the next century.

"No other airplane we've had in the Navy's inventory has been able to last that long. The A-6 is getting there, however," Beard said.

This is also a new chapter in *Midway*'s aviation history book. That chapter will be titled "The F/A-18".

The squadrons' pilots will be training this summer and will take the new planes back to *Midway* later this year.

"We look forward to having the F/A-8. This will add another dimension to Carrier Air Wing 5. The F/A-18 is designed specifically to be a single-pilot jet and it is highly capable with one man. It embodies so much of the newest technologies," Beard said.

The F-4 had high top speed, quick acceleration, and a two-man crew that offered an extra pair of hands to operate the radar and an extra set of eyes to watch for Soviet *Badgers*. All these elements made the F-4 a most desirable jet to fly.

Cmdr. Bud "Thunder" Taylor, commanding officer of VF 151, has 4,579 flying hours, with 1,450 of those hours in the F-4. He described piloting the F-4.

"It grows on you. It smells like an airplane, it makes a lot of noise, vibrates, goes fast, it's real loud. You put it on like a glove. I'll never forget the airplane and it will always have a soft spot in my heart."

Taylor explained that the upgrading to the F/A-18 is necessary when you consider the technology of the United States and the Soviet Union, "It only makes sense to upgrade," he said.

Taylor's love for the jet is easy to understand. The Vietnam veteran pilot flew 150 missions in the *Phantom* and was pleased with its dual engines, two seats, its speed, the survivability of the jet and the normal comfortable feeling of the jet doing its job.

"I hope that the traditions established with the F-4 will continue with the F/A-18. We are really excited about the F/A-18 and bringing it to *Midway*.

"Still, I would not hesitate to take the F-4 into war tomorrow." □

Vanasdlen is assigned to USS Midway *(CV 41).*

Yankee minelayers of 1918

North Sea mine barrier

The "biggest 'mine planting stunt' in the world's history" was how Rear Adm. Clinton-Baker, head of British minelaying forces in World War I, described the North Sea Mine Barrage of 1918. The 'stunt' was carried off by the U.S. Navy's Yankee Mining Squadron in a joint effort with the British Navy. Their mission: to stop German U-boats near the Kaiser's North Sea bases before the wolf pack had the chance to scatter along the sea lanes and prey on Allied shipping.

British forces were in full support, but U.S. ships were the backbone of this minelaying, which lasted from June through September 1918.

The operation was, up to that time, unprecedented in its scope. Capt. Reginald R. Belknap, Yankee Squadron commander, outlined the mission as "setting a barrier of high explosives across the North Sea—10,000 tons of TNT, 150 shiploads of it, spread over an area 230 miles long by 25 miles wide and reaching from near the surface to 240 feet below, with 70,000 anchored mines, each containing 300 pounds of explosives, sensitive to a touch, barring the passage of German submarines between the Orkneys and Norway."

The scheme to mine the North Sea in such an all-encompassing manner was broached to the British Admiralty shortly after America's entry into the war in 1918. Assistant Secretary of the Navy Franklin Delano Roosevelt early on had envisioned this solid wall of mines extending from Scotland to Norway and strongly endorsed such an adventure. President Woodrow Wilson wondered, "Why don't the British shut up the hornets in their nests? We are hunting hornets all over the farm and letting the nests alone."

Yet, despite these endorsements and entreaties, initial British response to the project was negative. The idea of mining an area of 230 miles—the distance between New York and Washington—seemed impractical due to the vastness of the area to be covered, depth of water and, most importantly, the lack of effective mines. The British Admiralty estimated that at least 400,000 mines would be needed to make up the blockade.

For American naval planners, the size of area and deep water would not be major stumbling blocks if a more efficient mine could be developed. The Bureau of Ordnance set out to find such a mine.

The bureau's search was not long underway when Ralph C. Browne, an electrical engineer and inventor from Salem, Mass., presented the bureau with a submarine gun he had developed for naval warfare. Although the gun wasn't considered practical for Navy use, the weapon contained an electrical device that had excellent potential for expediting the design of a more sensitive mine.

Working closely with Browne, the bureau was able to design a firing mechanism that would make the innovative antenna mine possible. Unlike mines then in use, the antenna mine did not have to come in solid contact with a ship's hull to explode. Projecting from the mine were long wands or antennae which, when merely brushed by a ship, would detonate. This characteristic gave the mine a wider range of destruction, which meant fewer mines could be used to cover a specified area.

The British Admiralty was apprised of the new development and its members were given a chance to see the mine tested. They were so impressed by its potential that they abandoned all previous objections to the North Sea barrage plan and enthusiastically committed the British Navy's available resources to the effort.

The U.S. contingent taking part in the combined operation was under the control of the U.S. Mine Force, Atlantic Fleet, Rear Adm. Joseph Strauss commanding. Strauss, an expert on naval ordnance, was former chief of ordnance and inventor of superimposed gun turrets, which became a standard aboard U.S. Navy ships. Before assuming his duties as Mine Force commander, Strauss had been commanding officer of the battleship USS *Nevada* (BB 36).

Strauss established his headquarters at Inverness on Inverness Firth, located in the Scottish highlands. The Yankee Mining Squadron, made up of the cruisers

USS *San Francisco* (C 5), USS *Baltimore* (C 3) and 10 converted merchant ships, was led by Squadron Commander Capt. Reginald R. Belknap and was based at Inverness and Invergordon. The British minelaying forces operated out of Grangemouth, near Rosyth, on the Firth of Forth.

The ships of the Yankee Mining Squadron arrived at their bases of operation on May 26, 1918, and on June 7 began the first of what would eventually total 13 minelaying "excursions." These would continue for 10-day intervals through September.

Special excursions by both U.S. and British units to reinforce weak spots in the barrage were sometimes required.

Despite fog and adverse weather, the Yankee Mining Squadron was on station night and day in their specified area of operations. The Navy movements were carefully coordinated with those of its British counterparts. Remaining in a line abreast at a speed of 12 knots, the squadron was capable of laying mines at the rate of five per minute and as many as 5,000 in a single day.

All minelaying was run on a strict timetable to ensure that when one ship finished planting its mines, another would immediately begin. The mines were launched from the stern ports of each ship and had a 9-foot drop from the tracks to the water. One ship of the squadron, USS *Housatonic*, set a record by dropping 675 mines without interruption, one every 11 seconds, during 2 hours and 10 minutes, setting a continuous line of mines 28 miles long. On another occasion, USS *Canonicus* planted 860 mines in 3 hours 35 minutes, forming an unbroken line of mines 43 miles long.

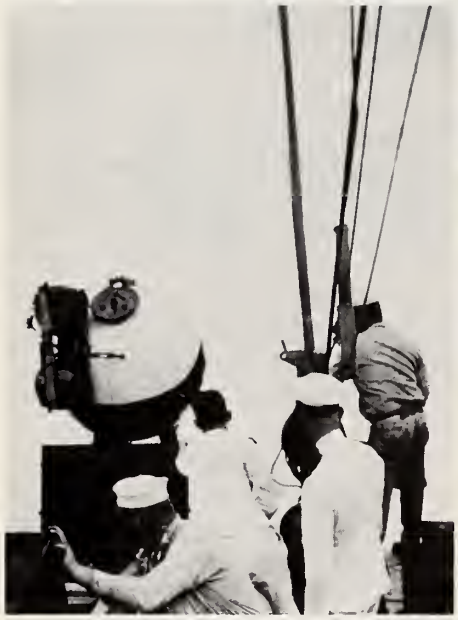
The mines were spherical and one yard in diameter. Each mine was moored to an anchor that was a box about 30 inches square, connected by a wire cable about 3/8 inch in diameter. The entire system stood approximately five feet high and weighed 1,400 pounds. The mine case contained 300 pounds of TNT and the firing mechanism. Four small wheels on the anchor ran on steel tracks, allowing mines to be easily moved along the decks to launching points at the stern of the ships.

In its 230-mile length, the barrage varied in width from 15 to 35 miles. The North Sea minefield consisted of three "systems" of one or more rows of mines just below the surface, with other rows at intermediate or extreme depths at 125-240 feet. The greatest number of mines rested just below the surface. This tactic compensated for the lack of Allied surface patrols in the area. With no patrol boats or subchasers to force them down, U-boats would run on the surface and would be more susceptible to the upper-level mines.

Minelaying duty in the contested waters of the North Sea was not easy. The constant threat of a U-boat attack or an encounter with a German surface raider kept all hands edgy, despite the constant presence of British destroyer escorts. Also, eating, sleeping and working so close to mines, on a nearly daily basis, made this duty the least enviable of any in the Atlantic Fleet. One torpedo hit would wipe out an entire ship's company.



It took over 70,000 mines—56,000 of them laid by U.S. ships—to block the 230 miles of ocean separating England's Orkney Islands and Norway.





Laying the North Sea Barrage was back-breaking work, and often dangerous; the mines, once set, exploded with a touch.

And considering that the ships were steaming only 500 yards apart during operations, an explosion on one ship could be devastating to the others.

General living conditions in a ship of the Yankee Squadron were comfortable, when a ship was clear of mines, which wasn't often. With mines aboard, all available spaces were used. Mines were stowed everywhere, including the crew's berthing spaces. Under such crowded conditions, many sailors were forced to sleep on the deck, having no room to swing a hammock. The mines interfered with general movement throughout the ship and forbade the sailors the smallest joys, such as smoking or watching the latest Charlie Chaplain comedy.

Mines were onloaded as soon as possible upon a minelayer's return to port from a minelaying excursion. Usually, for one night following a mine planting, the ship's decks would be clear for hammocks. If a ship was really lucky, it might have one extra day before new mines were taken on.

The ventilation systems on some of the ships in the squadron had not been completed before they were sent to the North Sea. Instead of a 100 percent air supply circulating through the ships, some had only 40 or 60 percent. On the lower mine decks, steam from elevator pumps and mine winches made the air intolerable. Seasickness, brought on by heavy seas common in the North Sea, added to an already foul atmosphere.

Tension, crowded conditions, and the ever-present mines made liberty a cherished commodity for the men. Commanders, realizing the arduous and intense character of the sailors' work, encouraged such free-time activities as baseball, track, boxing and wrestling to help ease the tension.

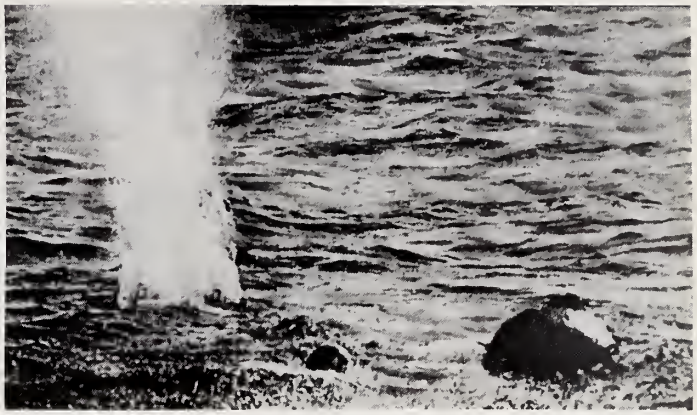
Altogether, 70,117 mines were planted across the North Sea during the five months of operations; 56,511 of these were planted by the Yankee Squadron, with no losses in ships or people—a tribute to the U.S. Navy's skill and leadership.

The minefield was not absolutely impassible for the U-boats; this was never expected. Naval sources at the time estimated that, at the thickest part of the minefield, a U-boat had one chance in ten to make it through the barrier; the barrage made the North Sea a treacherous place to navigate.

U-boat commanders knew there were thin spots in the barrier, but didn't know if the Allies had re-mined the gaps since the last foray. U-boat commanders were placed in the same quandry as the burglar, who, while casing the house of a potential victim, noticed a sign tacked to the door: "This house is protected by a shotgun three nights per week . . . you guess which nights!"

There has been some disagreement in evaluating the effectiveness of the North Sea Barrage, in reference to the number of U-boats actually sunk. But official statistics compiled March 1, 1919, credit







the barrage with the confirmed sinking of four subs, with four possibles. An equal number were severely damaged, though not destroyed. The fear in the U-boat flotillas generated by the barrage was considerable and was a driving force in breaking the U-boat crews' morale, which eventually aided in bringing about an early armistice.

During the laying of the barrage, the press gave scant attention to the activities of the American Mine Force. When press accounts were released, they generally credited the British Navy for doing all the work, when in fact the British had contributed only four minelayers to the exercise while the U.S. Navy provided 10. Other stories only mentioned the work being done on shore, such as the assembly of the mines, leaving out the activities of the sea-going forces altogether. As Secretary of the Navy Josephus Daniels put it, minelaying "was done with no glamour, nor romance, nor appreciation."

Shortly after the signing of the Armistice, Adm. William Sims, commander, U.S Naval Forces Europe, expressed his recognition of the U.S. Mine Force and the Yankee Mining Squadron during ceremonies held aboard *San Francisco*. Addressing the men of the squadron, he stated that "the Mine Force had done a stunt the likes of which had not been done in the world before. After we came into the war, we designed a mine, built it, equipped the minelayers, sent them over to this side and planted more mines in less space of time than any nation in the world."

Sims went on to remark that in "fitting out the vessels, learning to handle the mines, planting them and going through the strenuous work has been one of the finest accomplishments of the Navy on this side." He added that "as a nautical feat, a piece of seamanship, it has been perfectly successful."

Royal appreciation of the operation was indirectly conferred on the Mine Force when Strauss was bestowed the honor of Knight Commander of St. Michael and St. George. Yet the Mine Force's contributions, and especially those of the Yankee Mining Squadron, can best be summed up in a poem penned by a sailor aboard the minelayer USS *Saranac*.

"They gave us a job we had to do,
A little bit risky—yes—that's true:
A good deal like work, both night and day
But a darn good game for a man to play." □

—Story by JO2 Mike McKinley

125 years and going strong

The Armed Services YMCA

The YMCA—Young Men's Christian Association—and its many community services are well-known to most Americans. But less well-known to the public, though familiar to soldiers and sailors everywhere, is a National Member Association of the National Council of YMCAs: the Armed Services YMCA of the USA.

The Armed Services "Y" works with military commands, supplementing personnel support programs such as Family Service Centers, to enrich the quality of life for military people. Its goals, in keeping with the YMCA's basic theme of traditional Judeo-Christian values, are to

- promote healthy lifestyles
- strengthen military family relationships
- develop leadership qualities in young military people
- increase international understanding
- enhance community development by serving as a bridge between military and civilian communities.

The Armed Services YMCA's philosophy is stated in its annual report: "The military people we serve are of all ages. They are both male and female. Their faiths and ethnic backgrounds reflect the broad, rich traditions of American life. They do not have to be young, male nor Christian to find a place like home at the Armed Services Y."

Six community YMCAs are affiliated with the Armed Services Y, and 25 branch offices operate more than 50 service units throughout the United States, in the Republic of Panama and in the United Kingdom.

Armed Services YMCA programs include outreach units that travel to areas off base where many young military families have settled. The programs include counseling on parenting, budgeting and other family-related matters; fitness programs; recreational opportunities;



The Armed Services YMCA began as a Civil War comfort wagon providing coffee and tea to battle-weary troops on both sides.

child care programs, including some day camps; and child and spouse abuse and neglect intervention programs.

The Armed Services YMCA has only about 100 paid employees, full-time and part-time, so most of the services provided are made possible through volunteers. In 1984, 21,000 volunteers donated 150,000 hours of service to the more than 5.5 million program participants.

But YMCA support of military members was not always on a large scale. Less than a week after the outbreak of the U.S. Civil War, a handful of YMCA volunteers were on the battlefield offering spiritual and physical comfort to Union soldiers. Seven months later, in November 1861, representatives from 15 YMCAs organized those volunteers into the U.S. Christian Commission.

During the four years of the Civil War, 5,000 U.S. Christian Commission volunteers served without pay in every theater of the war, helping both Union and Confederate troops. This wartime effort was the first large-scale volunteer relief service in the United States.

In the years following the Civil War, the YMCA offered military people recreational, sports and counseling services. The first permanent Army YMCA, established in 1889, is still in operation at Fort Monroe, Va.

In the spring of 1898, 500 YMCA volunteers went to Cuba, Puerto Rico and the Philippines to support military forces during the Spanish-American War. In fact, the YMCA mobilized so quickly that many of its supplies were in place before the Army's.

After the war, plans were made to build large, well-equipped YMCA Army and Navy buildings around the world. The first, which opened in February 1899, was a Navy YMCA in Brooklyn, N.Y. In 1902, Congress authorized construction of YMCA buildings on military property and by 1914, 31 Army and Navy YMCAs were in operation.

During World War I, Gen. Pershing credited the YMCA with conducting nine-tenths of the welfare work done among U.S. forces in Europe. YMCA records show that 26,000 paid staff members and 35,000 volunteers served an armed force of 4.8 million.

Several YMCA programs begun during World War I later became part of military life:

- More than two dozen rest and recreation areas were operated overseas for off-duty members, creating the Rest and Relaxation concept which service members accept as a given today.
- The YMCA gave 80,000 education scholarships to former servicemen of World War I. Today, the GI Bill enables service members and veterans to continue their education.
- The YMCA sent 1,300 entertainers overseas to perform for troops during World War I. Today, the USO—which the YMCA, along with five other civilian organizations, helped establish in 1941—provides entertainment to troops overseas.

As a member of the USO, the YMCA supported service members during World II, the Korean War and the Vietnam War. YMCA still provides military members with spiritual and physical support during peace time.

In the last 125 years, YMCA support to U.S. military people has come under many names: the "U.S. Christian Commission" at its inception, then the "YMCA's Army and Navy Committee" in 1898 and the "YMCA Armed Services Department" in 1948 (to include the newly-established Air Force), and the latest change, "Armed Services YMCA of the USA."

Along with the latest name change came a reorganization. In January 1948, the National Council of YMCAs decided the YMCA Armed Services Department could better care for military members as a chartered member of the YMCA, rather than as a department of the national council.

When the Armed Services YMCA of the USA and the Department of Defense signed a Memorandum of Understanding in April 1984, Secretary of Defense Caspar Weinberger praised the organization for "flexibility in responding to the needs of our servicemen and -women wherever they are stationed." □

—Story by Liz Noland

Today's Armed Services Y reaches out to families and young people.



Butch O'Hare

Navy Ace



It was Feb. 20, 1942. A carrier strike force built around USS *Lexington* (CV 2), under the command of Vice Adm. Wilson Brown, was steaming toward New Britain Island, northeast of Australia. Objective: a surprise raid on the Japanese air and naval base at Rabaul.

Near Bougainville, in the Solomon Islands chain, the strike force was intercepted by Japanese scout planes who immediately informed their bomber command of the task force's approach.

With the element of surprise gone and being too far from the target to launch a successful attack, Brown ordered his ships to turn back. Reversing course, the task force braced itself for a Japanese aerial counter-assault.

Soon the first wave of enemy planes—nine twin-engine bombers flying in three attack Vs—swarmed over the horizon to strike *Lexington*. But their path was blocked by a squadron of F-4F Grumman *Wildcats* of *Lexington's* Fighter Squadron 3 who met the invaders before they could reach the carrier.

The pilots of Fighting Squadron 3 gave a good account of themselves in the air battle that followed. Meeting the enemy bombers head on, the *Wildcats* shot down eight and left the ninth twisting and turning under attack in such a way that it was unable to drop its deadly load anywhere near *Lexington*.

The enemy assault had been stopped, but in taking on the first wave of bombers, *Lexington's Wildcats* found themselves scattered and out of position when a second wave of nine bombers hove into view. Only two of the *Wildcats* were in a position to meet this new onslaught of Japanese bombers that roared toward them in a broad, arrow-tip V formation.

Going into the attack, the guns on one of the *Wildcats* jammed, causing the pilot to break off the fight, leaving only one fighter to face the enemy: a lone *Wildcat* piloted by Lt. Edward H. "Butch" O'Hare.

Standing between *Lexington* and possible disaster, the 28-year-old aviator from St. Louis shot past the Japanese formation, pivoted on a wing tip and came in with guns blazing from above and behind the formation. He blasted the starboard engine of the last plane on the enemy's right flank at point-blank range. Within seconds, the engine tore completely away from the enemy bomber's wing and made a smokey trail to the sea.

O'Hare, continually under fire from the crown turrets on the bombers, held steady amidst the curving arcs of enemy tracers. He turned his own deadly fire on the next plane in the formation. Shooting it down, he moved on to the next and the next until, within only four minutes, he had shot down five planes and scored hits on three others before his comrades could come to his support.

"As we closed in," said O'Hare's senior officer, Lt.Cmdr John S. Thach, "I could see O'Hare making his attack runs with perfect flight form . . . I could see three blazing Japanese planes falling—he shot them down so quickly. How O'Hare survived the concentrated fire of the Japanese division I don't know."

The three surviving bombers that had already been hit by O'Hare did manage to drop their bombs, but scored no hits and were summarily polished off by





O'Hare ready for action; an enemy bomber, photographed from Lexington, goes down, one of five kills that day.

other pilots of Squadron 3. In this, the largest air battle to date in the Pacific, only one of the nine bombers in the second wave escaped. When the final tally was in, 16 of 18 enemy bombers sent to hit the task force were shot down with a loss of only two U.S. aircraft.

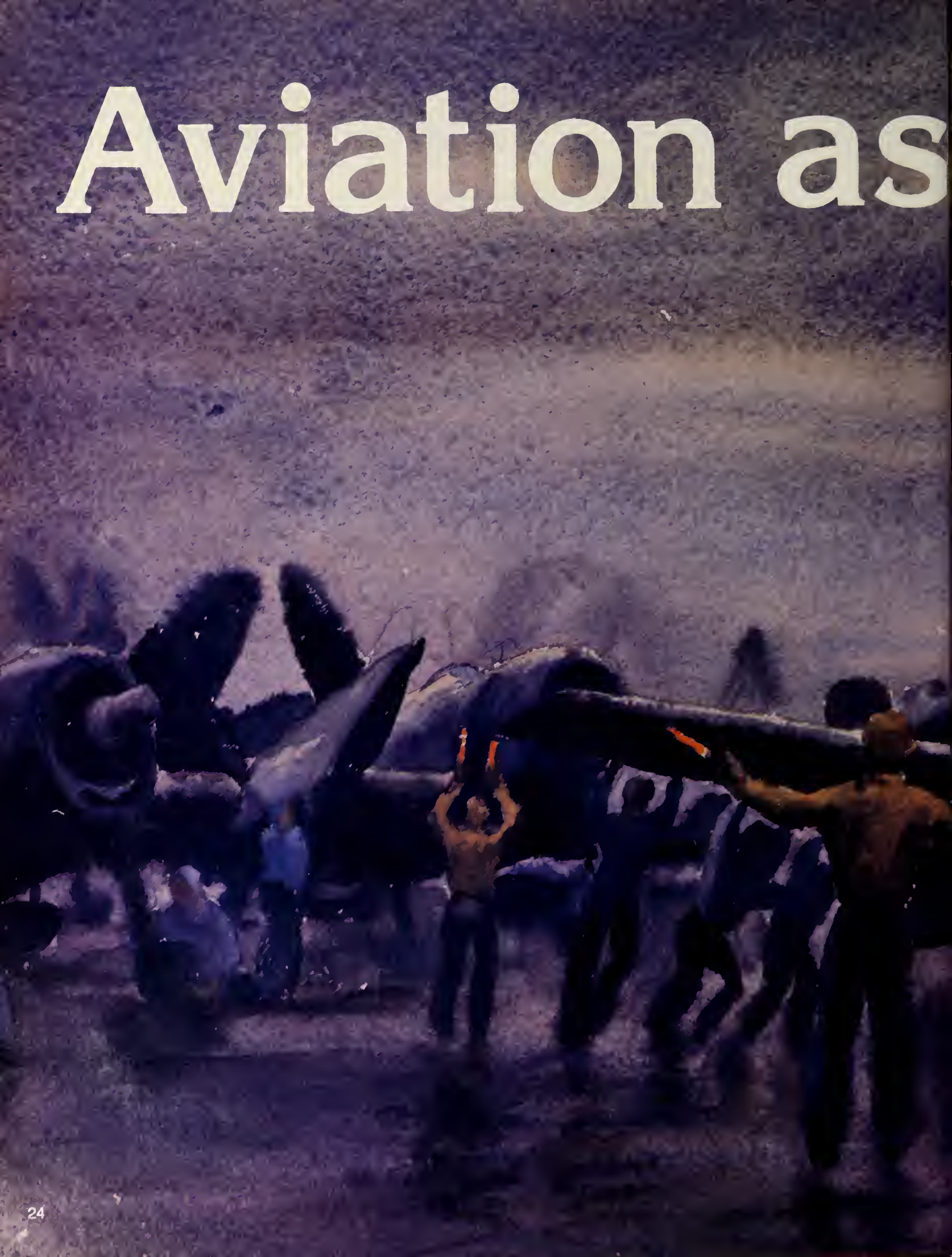
Credited with having saved *Lexington*, O'Hare was awarded the Medal of Honor and had the distinction of being the Navy's first World War II air ace. His citation read:

"For conspicuous gallantry and intrepidity in aerial combat, at grave risk of his life above and beyond the call of duty, as Section Leader and pilot of Fighting Squadron THREE, on 20 February 1942. Having lost the assistance of his teammates, Lieutenant O'Hare interposed his plane between his ship and an advancing enemy formation of nine attacking twin-engined heavy bombers. Without hesitation, alone and unaided, he repeatedly attacked this enemy formation, at close range in the face of intense combined machine-gun and cannon fire. Despite this concentrated opposition, Lieutenant O'Hare, by his gallant and courageous action, his extremely skillful marksmanship in making the most of every shot of his limited amount of ammunition, shot down five enemy bombers and severely damaged a sixth before they reached the bomb release point. As a result of his gallant action—one of the most daring, if not the most daring, single action in the history of combat aviation—he undoubtedly saved his carrier from serious damage."

Because of his heroic actions at Bougainville, O'Hare was promoted to lieutenant commander and became commanding officer of Fighting Squadron 6 on USS *Enterprise* (CV 6). On Nov. 26, 1943, while conducting the Navy's first night fighter operation from *Enterprise*, O'Hare was lost following a successful attack on a Japanese bomber formation. O'Hare's F-6F *Hellcat* was seen, with its lights on, diving toward the sea. What actually happened that night has never been determined, but he never made it back to the *Enterprise* and no wreckage of his plane was ever found. On that night in the Pacific, the U.S. lost a true hero whose single-handed exploits against the enemy are now indelibly etched in the annals of naval aviation history. His legacy of courage set the standard for future naval aviators and his name is today honored at one of the largest and busiest airports in the country—Chicago's O'Hare International Airport. □

—Story by JO2 M.R. McKinley
—Photos courtesy of National Archives

Aviation as



art

As you stand on the slowly rolling deck just before dawn, you can feel the vibrations against your chest from the throbbing of the SBD *Dauntless* dive-bomber engines. One by one, the planes waddle into launch position. Then, with an almost unbearable roar, they sail off the carrier deck and slowly disappear against the cold, steel-gray sky.

Turn around and you're standing behind a sailor on a quiet, sunny beach. Other sailors, down at the water's edge, are maneuvering an old



scouting seaplane onto a ramp. The work is unhurried, the mood is relaxed, the sun is warm.

Moving to one side, you find yourself in the middle of a howling blizzard. The driving snow makes it difficult to see, but you can make out four P-3 reconnaissance aircraft. Faced into the gale, securely tethered to the runway, they're sitting this one out—no recon today.

As you move carefully from one vision to the next, your steps echo on the polished linoleum floor. At the same time, you are aware of other echoes—echoes from different eras, images of people who no longer exist, shadows from other worlds.



Previous page: Dwight Shepler, "Dawn take-off." Clockwise from right: Vernon Howe Bailey, "U.S. Naval Air Station"; "A scouting plane leaves the ramp"; "Seaplane operating area"; "Rodd Field—Stearman training planes."











Yet everything—the sights, the sounds, the smell of the salt spray, the blistering heat of the tropical sun, the bone-chilling gloom of the arctic night—can be re-lived in an instant, with a single glance.

All it takes is a stroll through the gallery at the Navy Art Center.

This treasure house of military images is a modest building, tucked in among dozens of others just like it at Washington, D.C.'s Navy Yard. The small, one-room gallery in the front of the building allows for the display of only 60 or so art works at any one time. The real hoard is in the back, where the walls are full of racks and the racks are full of art.

"We have over 5,000 original art works in our total collection," said John Barnett, resident curator of the Navy Art Center. He is the man the public has to deal with in gaining access to the art. Like a mythical gnome, he guards his treasure trove. But he is a generous guardian; his greatest pleasure is to share the wealth.

"It's really very easy for people to get reproductions of our paintings and drawings," Barnett said. "We have 40 reproductions for sale. Our lithographs of oil prints are very reasonably priced. We can also provide other kinds of reproductions—transparancies, negatives, reductions. It's a totally accessible collection—everything is in the public domain."

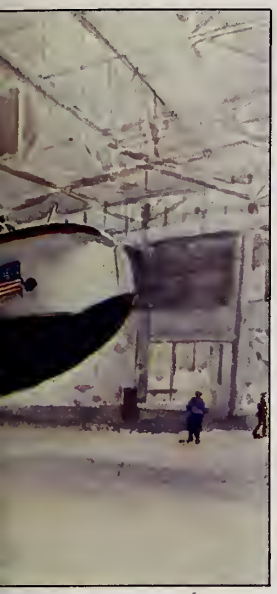
Even the original art works are avail-



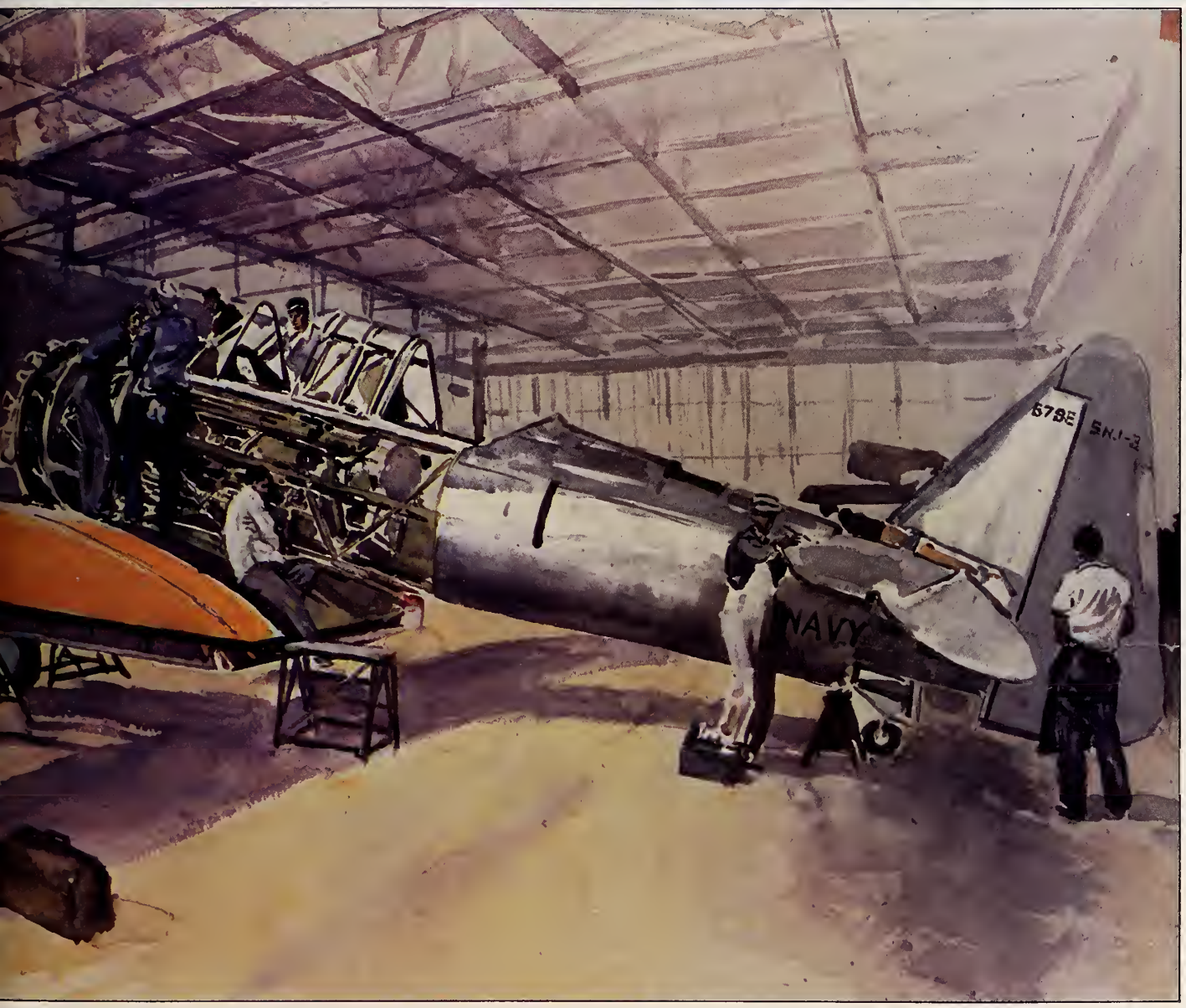




Clockwise from upper right: Bailey, "A Martin bomber"; Joseph Hirsch, "Onto the ramp"; Bailey, "Jacksonville—Assembly and repair overhaul"; "Jacksonville—Patrol plane 33."




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able to the public, under the right circumstances. For instance, a selection of the center's best aviation art is traveling to Oshkosh, Wisc. this summer, to the Experimental Aviation Association Foundation Museum. It's part of an exhibit celebrating the 75th anniversary of naval aviation.

"Our paintings are very popular and much in demand," said Barnett, "and we try our best to share them with the public as often as we can."

But before Barnett can give out the center's art, he has to know what's there in the first place.

"Sorting, identifying, cataloging—those are the biggest concerns," said Barnett. "Once we know what we have, we have to make 'masters,' usually 4 x 5 transparencies and negatives. With those, we can generate an almost unlimited number of copies—that way we keep our









Clockwise from right: Gene Klebe, "Navy helicopters over Cape Royds"; Marbury H. Brown, "Seawolves ignore bait"; Robert G. Smith, "Even the birds are walking"; George Sottung, "All pilots man your aircraft"; Maxine McCaffery, "LSO directs students aboard USS Lexington."







'customers' happy and we have a sort of backup in case anything happens to the original."

But simply identifying and cataloging everything in Barnett's vast warren of watercolors, oils, ink washes and drawings has never been easy and is not going to get any easier. For one thing, the collection is still growing. "We continue to get in new works. Some works of art come to us through the naval historian or the Naval Academy Museum," said Barnett. What excites John even more are new original works. "John Charles Roach is just finishing a very dramatic series of 25 large oil paintings depicting Navy submarine activity," Barnett noted. "It will be one of our finest additions in years. But then Roach has always been one of my favorites," he added.

Another of Barnett's favorite combat artists, and one of the most popular, is Dwight Shepler. "Very popular and justly so," said Barnett. "One of our most prolific artists, especially in his coverage of World War II."

Shepler (1905-1974) was present at the battle of Guadalcanal, the Normandy invasion, the battles of Leyte Gulf and Okinawa and others. "Shepler's paintings of the pivotal scenes of World War II are as extensive as any in our collection," Barnett said.

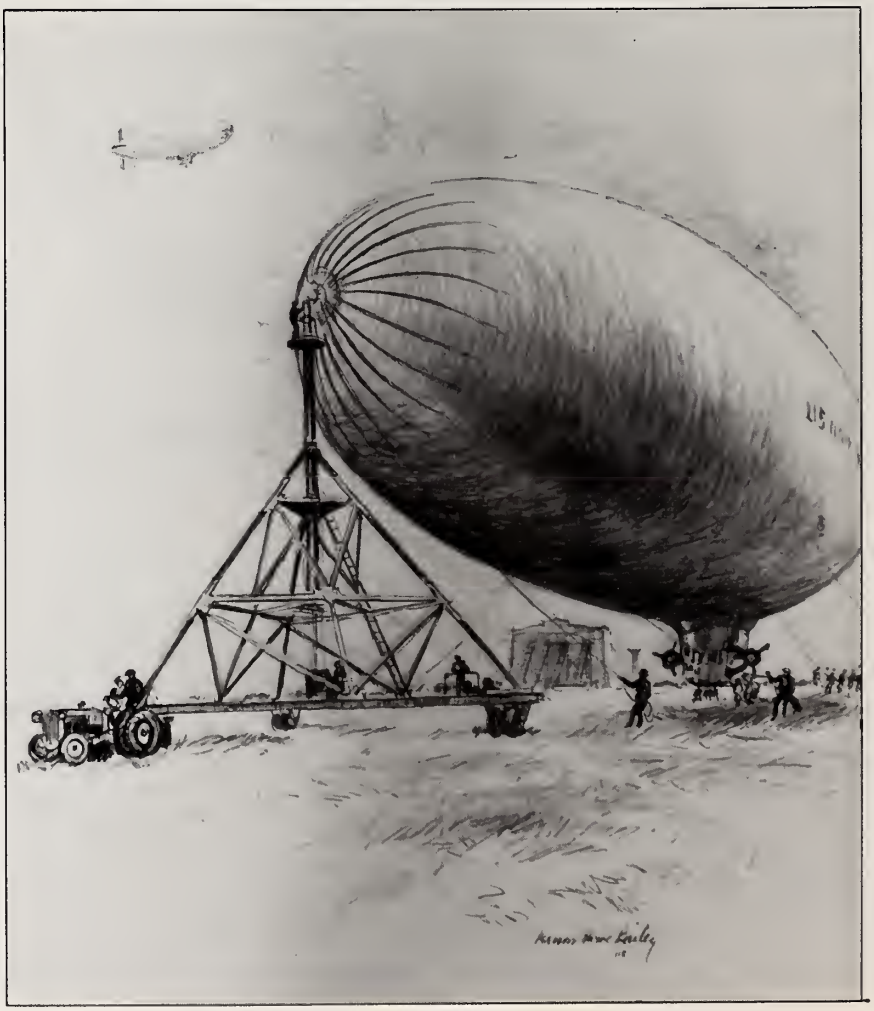
For coverage of naval aviation activity before World War II, Vernon Howe Bailey (1874-1953) is Barnett's artist of choice. "Bailey specialized in shore duty," said Barnett. "He visited nearly every naval air station and many of the shipyards and aircraft factories in the U.S. His scenes of aircraft repair shops and training facilities are perhaps unique, especially for that particular period—leading up to World War II."

Joseph Hirsch (1910-1981) also often specialized in aircraft "at rest," rather than in combat. "Hirsch's large seaplanes are particularly imposing and ominous—even when they're just sitting in a hangar or resting on the launching ramp," said Barnett.

Depictions of modern aviation are among the most frequently requested when people contact the art center for reproductions, Barnett said. "I think George Sottung's 'All Pilots Man Your Aircraft,' showing pilots scrambling to their A-4s aboard an aircraft carrier, is perhaps the single most popular work in the Navy lithograph catalog," said Barnett. "Anywhere anyone associated with naval aviation has a wall, they manage to hang that particular painting on it," he said. "We even put it on the cover of our catalog."

Whether covering catalogs, commemorating famous battles, recreating repair shops long since dismantled and otherwise forgotten, or simply providing a wandering gallery-goer with a kaleidoscope of striking images, the Navy Art Center is a resource to be treasured. Thanks to people like John Barnett, it is also one to be shared. □

—*WWR*



Vernon Howe Bailey, "K-4 on way to starting point." All reproductions of paintings and drawings courtesy of the Navy Art Collection.

The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands *presents a short review of articles that appeared in previous issues.*

10 YEARS AGO— April 1976

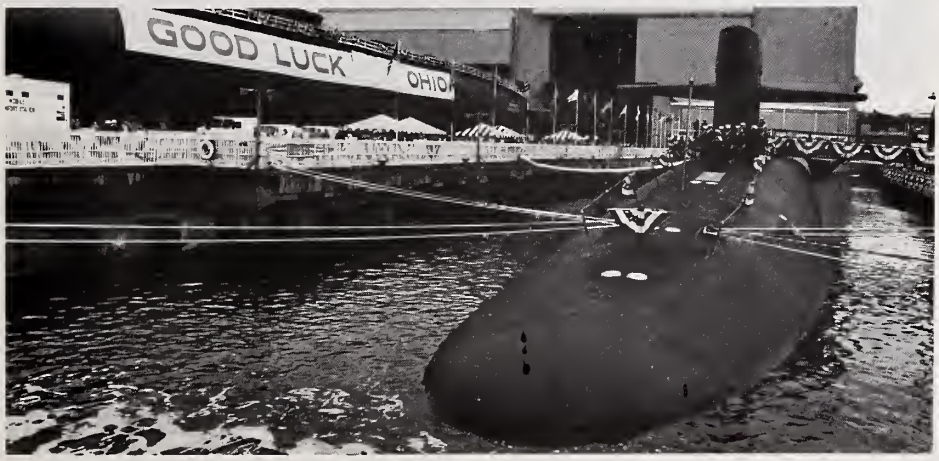
• Rear Adm. James B. Stockdale, ex-POW who led prison camp resistance in Vietnam, and Lt. Thomas Norris, who rescued two downed pilots from deep within enemy territory, were among the most recent recipients of the nation's highest military award, the Medal of Honor. President Gerald R. Ford presented the medals in ceremonies held in the East Room of the White House.

• The Navy's first nuclear-powered *Trident* missile submarine (SSBN 726) will be named *Ohio*. Keel-laying ceremonies have been scheduled for April 10 at Groton, Conn. *Ohio,* displacing 16,800 tons, will be 560 feet long and 42 feet wide. *Trident*-class submarines, designed to carry 24 missiles, feature advanced quieting technology and sonar systems. They will provide faster patrol of larger areas and will operate for longer periods at sea. (Ohio *commissioning shown below.*)

20 YEARS AGO— April 1966

• The "Angel of the Orient" is back on duty, commencing her second career in the U.S. Navy. The hospital ship USS *Repose* (AH 16), on station off the coast of South Vietnam, is treating casualties of the fighting in the country's northern provinces. The 15,000-ton ship is the only fully operational hospital ship in the Navy and the first one to deploy since the Korean conflict.

• The first full Navy Seebee Battalion in Vietnam, Mobile Construction Battalion 10, has returned to the states after spending seven months in the Southeast Asian trouble spot. MCB 10 holds the distinction of being the first Seabee battalion to make an amphibious landing under combat conditions since World War II.





40 YEARS AGO— April 1946

• The largest peacetime Navy budget in U.S. history is in the hands of Congress. Sent to Capitol Hill the previous month by President Truman, the budget calls for naval appropriations for fiscal 1947 of $3.75 billion. Fleet Adm. Chester W. Nimitz, chief of naval operations, speaking before the House Naval Affairs Committee last month, said that the original request submitted to the Bureau of the Budget totaled $6,325 million for fiscal year 1947. *(Editor's note: the requested FY87 Navy budget is $103.5 billion.)*

• Legislation which may lead to a 20 percent pay increase for all hands of the Navy was headed for hearing in Congress last month. Up for consideration, possibly before a joint committee of the House and Senate, was a joint Navy and War Department recommendation that the income of the nation's servicemen and women be raised to meet higher living costs and to spur recruiting for the postwar armed forces. Current E-4 base pay is $78. O-4 base pay is $250. □

Bearings

SecNav visits Coral Sea



Secretary of the Navy John F. Lehman Jr. visited the aircraft carrier USS *Coral Sea* (CV 43) and its embarked air wing, Carrier Air Wing 13, recently while the ship was in the Mediterranean Sea.

After a brief tour of the carrier, Lehman held a televised award ceremony and addressed the crew. "It's a real honor to be aboard the *Coral Sea* for the first time. She's one of the finest ships in the fleet and continues to set new standards throughout the fleet.

"*Coral Sea* is of great interest to everyone because you're in your 38th year of service. To be a front runner that long takes a special blend of qualities—the principle feature is the quality of people that *Coral Sea* seems to attract and maintain."

Lehman said a recent ALNAV message set a six-month ceiling on normal peacetime ship deployment. "No ship or embarked squadron will spend more than 50 percent of its time out of its home port," he said.

He said *Coral Sea* will be replaced by *Nimitz*-class carrier *George Washington* in 1991 and is scheduled to go to Corpus Christi, Texas, as a Navy training carrier with a mobilization role as a full combat carrier.

During his *Coral Sea* visit, Lehman, a naval reservist, flew with Attack Squadron 55 as a bombardier/navigator on a low level navigation and practice bombing exercise off the island of Sardinia. He also saw the F/A-18 *Hornet* strike fighter, the Navy's newest tactical aircraft, in action. ■

—Story by JOC James R. Giusti, USS Coral Sea *(CV 43)*

Energy efficiency award

Donald C. Roberts, a mechanical engineering technician at the Naval Air Rework Facility, Norfolk, recently received a Federal Energy Efficiency Award from the Federal Interagency Energy Policy Committee.

The energy awards are presented to individuals and organizations in the federal sector for exceptional accomplishments in energy efficiency.

Roberts spearheaded a major energy management program at the NARF, which includes steam metering, electrical metering, lighting and a steam trap program.

"Steam metering gives us a means to measure our use and helps us to detect and correct weaknesses in the system," said Roberts. He credits the steam metering program with approximately 50 percent of the facility's energy savings.

"The meters paid for themselves within the first eight weeks of use, and the facility realized a $4.1 million saving in 1985 over the previous year," Roberts said. ■

—Story by Judy Resolute NARF, Norfolk, Va.



Navy races with 'Big Daddy'

Which is faster, an A-7 *Corsair II* single-engine attack aircraft shooting off a carrier catapult or a drag racing car driven by Don "Big Daddy" Garlits on a quarter-mile track?

Although direct competition between the two is unlikely, Garlits would be the winner. In 1972, Garlits' quarter-mile speed was 244 m.p.h., while the A-7 has a take-off speed of 120 m.p.h.

For almost 15 years, Garlits has been helping with Navy recruiting promotions.

"I figured it would be great for the Navy to be associated with a world renowned drag racer like Don Garlits," said Tom Hall, head of Navy recruiting marketing communications. "And what better way to start it than to have him, the fastest drag racer, race against what was one of the fastest aircraft at that time."

Although he never raced an A-7, a simulation aboard USS *Lexington* (AVT 16) in January 1972 was the subject of the most dramatic recruiting poster in the recruiting command's history.

The famous poster was updated in 1983, featuring an F-14 aboard the USS *Kennedy* (CV 67).

The poster shot was just the beginning, and since then, the 35-year racing veteran has volunteered his time, racing cars and name to the Navy. Millions of spectators at more than 500 racing events have seen "N-A-V-Y" whiz by in a blur.

"I'm always getting questions like, 'What should I do with my life?'" the 53-year-old racing champion said. "I recommend the Navy because I've seen with my own eyes some of the things they can offer. That's why I lean in that direction."

Garlits, the 1985 world champion of drag racing, recently donated 900 square feet of his "'Big Daddy' Don Garlits' Museum of Drag Racing" in Ocala, Fla., for a Navy exhibit. Since the museum's opening in 1984, the exhibit has been viewed by more than 400,000 visitors.



Garlits said he plans to continue his work with the Navy for as long as he races, and then some. ■

—Story by JO2 Christine J. Caldwell, Navy Recruiting Command, Washington, D.C.

Bearings

Coral Sea twins turn heads

According to the law of physics, a person can't be in two places at one time, but crewmen of USS *Coral Sea* (CV 43) may tend to argue that principle. Aboard the carrier are Marine Sergeants Alan and Albert Busenbark—identical twins.

The brothers, who joined the Marine Corps together more than three years ago, say their string of matching orders has been purely coincidental.

They completed aviation maintenance classes at NAS Memphis, Tenn., and NAS Lemoore, Calif., then went to Marine Fighter/Attack Squadron 323, an F/A-18 squadron at MCAS El Toro, Calif.

"We knew there was a chance of being stationed together because there are only a few places F/A-18 *Hornet* strike fighters are based, but we never submitted a special request," Alan said.

Aboard *Coral Sea*, the Marine Corps "jet mechs" maintain twin F404 jet engines for F/A-18 *Hornets*. Inside the 25-man AIMD—Aviation Intermediate Maintenance Department—jet engine shop, crewmen refer to Alan as "A.E." and Albert as "A.J." to avoid confusion.

Working with engines is something of a family tradition, Albert said. Their grandfather was a light-engine mechanic, and their father repairs diesel engines. Albert said the aviation mechanic craft might stay with the family: "Maybe my son will be a rocket engine mechanic."

Alan and Albert are virtually inseparable. When they travel together through *Coral Sea*'s passageways, their matching 6-foot, 170-pound frames, closely-cut brown hair and hazel eyes bring questions from shipmates.

"The first question they ask is usually, 'Are you guys brothers?'," Albert said.

The twins keep a positive perspective about their likeness. "It's a lot easier to remember someone if there's two of him," Albert said, chuckling.

Being twins in the military and stationed together has had its ups and downs, and their similar looks and names have prompted precarious situations at each new command. The confusion normally begins when the identical twins hand their all but identical orders to administrative personnel at the same time.

"When we leave the office," Alan said, "they're not sure whose orders they're holding."

During basic training, rigid drill instructors separated the twins, but the training confines were not large enough to avoid problems.

"A master sergeant assigned me a fire watch while Albert was elsewhere," said Alan. "That same master sergeant later saw Albert, and confusing him with me, shouted at him for leaving the firewatch which was actually mine."

There are some advantages to their situation. The brothers can share the letters they receive from family and friends. "We get twice as many letters this way," Alan jested.

"Identical first and last initials are also convenient. A name stenciled on our uniforms doesn't mean I can't wear Alan's uniforms," Albert added, pointing to the indelible black letters, 'A. Busenbark,' stenciled above his camouflaged left breast pocket.

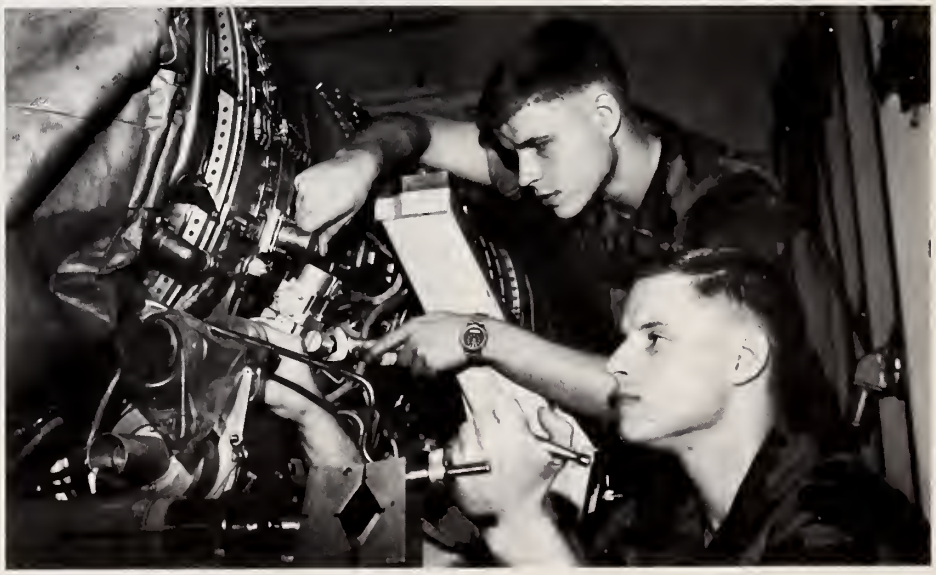
Unlike the confined areas of *Coral Sea*, El Toro places some distance between the brothers. When their work days end, the twins follow different paths home: Albert to his wife, Laurie; Alan to a single man's lifestyle.

Although their career paths have paralleled so far, future plans chart a divergent course. Albert is working toward a bachelor's degree in computer science and may take a commission or leave the Marine Corps to settle in Oregon with Laurie.

Alan is working toward a degree in aviation management. "The military is my life," he said. He plans to apply for a commission.

The laws of physics *do* apply to the Busenbark brothers, but they still have some people wondering if there might not be an exception to the rule. ■

—Story by JO3 Greg Carter, USS Coral Sea *(CV 43)*



Sergeants Alan and Albert Busenbark work on an F/A-18's F404 engine in Coral Sea's Jet Engine Shop. (Photo by PHAN Dan Brown).

California school adopted

Mar Vista High School in Imperial Beach, Calif., has enjoyed being "adopted" by Imperial Beach's Supervisor of Shipbuilding, Conversion and Repair.

Under the Navy's "Adopt-A-School" program, SupShip personnel contribute expertise in career counseling, act as classroom speakers on a variety of subjects, conduct tours of Navy facilities, and provide professional role models for Mar Vista students. The Navy's stay-in-school program has permitted 15 Mar Vista students from disadvantaged homes to work at SupShip for two hours a day.

But Mar Vista's affiliation does not stop with the Adopt-A-School program. For 12 years, the Naval Junior Reserve Officer Training Corps program has been an important part of the school's curriculum. More than half of the Mar Vista cadets graduating from NJROTC have been or now are members of the Armed Forces.

Mar Vista students are surrounded by the surface, air and submarine Navy and are proud of their naval heritage. ■

Control your credit cards

Shopping with credit cards in Navy Exchanges has become a convenience for many people. However, credit cards are almost the same as cash, and precautions should be taken to protect the cards and to use them wisely.

Credit card theft has become big business, and the Navy Exchange suggests these steps to keep your cards safe:

1) Sign the cards as soon as they are received.

2) Check your monthly statement carefully.

3) Keep transaction slips and match them with charges on your statement.

4) Be careful when charging over the phone or by mail; check the companies you are ordering from to make sure they are legitimate.

5) Keep a list of your card issuers, their addresses, and phone numbers.

6) Destroy expired cards.

7) Keep cards separate from identification papers such as a driver's license.

8) Never leave cards in a car or a hotel room.

If, in spite of your precautions, your credit card is stolen, report the loss to the issuing company or bank at once and follow up in writing. The liability for unauthorized credit card charges is limited to $50 by federal law, *if* the card has been reported stolen. There are now some credit card issuers that provide a hot line service which enables the holder to cancel all cards with one phone call when a card is lost or stolen.

Along with protecting credit cards from theft, you may want to protect them from yourself. To keep your cards "user friendly," stay in control. Set a maximum on the amount you will charge in a given month, then keep track of your charges to avoid a surprise at the end of the month. It would be a good idea to allocate money in the beginning of the month, if you know that the total purchases must be paid in full at the end of that month.

If you don't pay off your account in full and your charges accumulate, don't let them get away from you. Set a limit on your purchases and do not exceed it. ■

Help wanted: Blue Angels

The United States Navy Flight Demonstration Squadron, Blue Angels, will be selecting two Navy demonstration pilots, one Marine demonstration pilot, an NFO events coordinator, one C-130 pilot, and an administrative officer. Final selection for this 1987 team will be made in September 1986, but interested officers are encouraged to submit their applications as soon as possible.

Applicants for demonstration pilot should be tactical jet pilots with 1,500 hours of flight time, be career-oriented regular naval officers, and be rolling to or currently on shore duty.

Applicants for the events coordinator should be designated naval flight officers, career-oriented regular naval or Marine Corps officers, and also be able to commit to shore duty.

Letters of application should be endorsed by the individual's commanding officer and forwarded to the Navy Flight Demonstration Squadron as soon as possible with copies to the Chief of Naval Air Training and to Commander, Naval Military Personnel Command (NMPC-433B).

Applicants for the C-130 pilot position should be regular Marine Corps officers with 1,500 hours flight time. They must be TPC—transport plane commander—qualified or be a senior T2P—transport second pilot—and have a background in quality assurance, safety or maintenance. Letters of application should be endorsed by the individual's commanding officer and forwarded to the Navy Flight Demonstration Squadron, with a copy to Headquarters Marine Corps.

Applicants for administrative officer must be 6412-designated Limited Duty Officers, and experience in aviation administration support is desired. Letters of application should be submitted to the Administrative Officer, Navy Flight Demonstration Squadron.

All letters of application should include each officer's experience and qualifications.

Any further questions can be answered by calling the Blue Angels at (A) 922-2583/2584, (C) (904) 452-2583/2584 or writing to the Blue Angels, Naval Air Station, Pensacola, Fla. 32508-7801. ■

Mail Buoy

Excellent photojournalism

I would like to compliment PH1 Perry E. Thorsvik on his outstanding work that appeared in the December 1985 issue of *All Hands*. Petty Officer Thorsvik's story and photos on the Navy corpsman is the best example of photojournalism I have ever seen. A 4.0 job, keep up the good work!

—PHC Carl W. Hinkle,
San Diego

Ready and able

As the resident Canadian at this command, I would like to say how much I enjoy reading your *All Hands* magazine.

I was particularly interested in your January 1986 edition with the article "Working with weather—*Ocean Safari '85*". With great pride, I note that while the article refers to two of the U.S. Navy's largest and more modern ships, USS *Iowa* (BB 61) and USS *Halyburton* (FFG 40), the picture of the ship on page 29 is of a Canadian destroyer, at home in the familiar rough seas of "the Great White North."

With the amount of criticism piled on the aging Canadian navy, it is nice to see proof that our ships are still ready, willing, and able.

—Lt. Phil Stow,
Royal Canadian Navy
SurfWarDevGru, Norfolk, Va.

• *Canadian forces played a major role in* Ocean Safari '85 *and, by all accounts, performed admirably.—Ed.*

Reunions

• **USS Walter B. Cobb (ADP 106)**—Reunion for crew members who served between 1951-1955. Contact James Plough, Route No. 1, Box 89, Jefferson City, Tenn. 37760; telephone (615) 475-2970.

• **USS Russell (DD 414)**—Reunion planned, ex-crew members from 1939-1945. Contact Red Austin, 1181 N. Grape St., Coquille, Ore. 97423.

• **USS Fiske (DDR 842)**—Reunion planned, Newport, R.I. Contact Clifford J. Meyers, 53 Old Fort Road, Newport, R.I. 02840; telephone (401) 847-8972.

• **USS LST 668**—Reunion planned, Pittsburgh. Contact Austin L. Kurtz, 906 Linden St., Clearfield, Pa. 16830.

• **"Banana Fleet Marines"**—Reunion planned. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.

• **USS LST 345**—Reunion May 7-10, 1986, Siler City, N.C. Contact Robert White, Rt.2, Box 12, Siler City, NC. 27344; telephone (919) 742-2476.

• **VMF(N) 542, USMC Night Fighter Squadron, World War II**—Reunion May 8-11, 1986, Arlington, Va. Contact R. Stub Haggas, 49 Cambridge Road, Whitesboro, N.Y. 13492; telephone (315) 768-7777.

• **VPB 116**—Reunion May 6-10, 1986, Pensacola, Fla. Contact Philip W. Smith, 1100 L St. N.W., Suite 11504, Washington, D.C. 20573; telephone (202) 523-5712.

• **LST 398**—Reunion May 16-18, 1986, Middleburg Heights, Ohio, for crew members of LST Flotilla 5 in the Pacific Theater during World War II. Contact Robert E. Vellam, 16245 Heather Lane, Middleburg Heights, Ohio 44130.

• **Coast Guard Cutter Campbell**—Reunion May 17-18, 1986, New York. For reservations contact Erickson Travel, 50 East 42nd Street, New York 10017; telephone (212) 557-8480.

• **USS Denver (CL 58)**—Reunion planned. Contact Ray Dial, Rt 4, Box 438-H, Hawthorne, Fla. 32640.

• **Adm. Bellinger Flag Unit, Norfolk, Va. World War II**—Reunion planned. Contact Mildred Ward Heist, 700 Renel Rd., Norristown, Pa. 19401; telephone (215) 275-1707.

• **LST 614**—Reunion planned. Contact Frank Morris, 19549 Waldron, Roseville, Mich. 48066; telephone (313) 777-9471.

• **USN Armed Guard World War II**—In search of shipmates. Contact C.A. Lloyd, 5712 Partridge Lane, Raleigh, N.C. 27609; telephone (919) 876-5537.

• **USN Armed Guard World War II**—In search of Michigan vets. Contact Raymond Didur, Sr., P.O. Box 282, Cement City, Mich. 49233-0282.

• **USS Tautog (SSN 639) Plankowners**—Reunion planned. If from the West, contact Jim Brower, 9008 Pelton Court San Diego, 92126; telephone (619) 693-3631; East contact, Paul Waters, c/o General Physics Corp., 10650 Hickory Ridge Road, Columbia, Md; telephone (201) 449-1313; Midwest contact, William J. Heck, 5730 West Bertha, Indianapolis 46241; telephone (317) 241-4910.

• **Squadron VN 12, NAS Jacksonville, Fla. 1940-43**—Reunion planned. Contact Carl Hoffman, 309 Ross Dr., Mill Valley, Calif. 94941; telephone (415) 388-8037.

• **USS Harry F. Bauer (DM 26)**—Reunion planned. Contact John Barber, 416 Darlene Ave., Linthicum Heights, Md. 21090; telephone (301) 859-3050.

• **USS Crescent City (APA 21)**—Reunion planned, June 1987. Contact Bob Cooper, c/o California Maritime Academy, P.O. Box 1392, Vallejo, Calif. 94590.

• **USS Biscayne**—Reunion planned, June 1986 in San Antonio, Texas. Contact Monte Tomerlin, 611 F Street, Floresville, Texas 78114.

• **Naval Ordnance Missile Test Station, White Sands, N.M.**—40th anniversary reunion for NOMTS, NOMTU, Guided Missile Unit 22, and NOMTF, June 6-7, 1986, White Sands Missile Range, N.M. Contact Cmdr. G.D. Love, executive officer, NOMTS, White Sands Missile Range, N.M. 88002-5510; telephone (505) 678-2102.

• **USS LCS (L) (3) 60 World War II**—Reunion June 13-15, 1986, St. Louis. Contact Ted Weatherby, Rt 1, Box 334FE, Hastings, Fla. 32045.

• **USS Enterprise (CV 6)**—Reunions for 1986: June 14-15, Pendleton, Ore; July 26-27, Denver; Aug. 16-17, Plymouth, Ind.; Sep. 26-28, Arlington, Texas; Dec. 6-7, Painsville, Ohio. Contact Ed Doss, P.O. Box 791, Westport, Wash. 98595; telephone (206) 268-9742.

• **USS Amsterdam (CL 101)**—Reunion June 17-20, 1986, Amsterdam, N.Y. Contact Bob Tripp, 28 William St., Hornell, N.Y. 14843; telephone (607) 324-4787.

• **USS Wadleigh (DD 689)**—Reunion June 17-20, 1986, Portland, Maine. Contact Charles A. Nash, Desert Pines Estates, Freeport, Maine 04032; telephone (207) 865-4788.

• **USS Sabine (AO 25)**—Reunion June 19-21, 1986, Indianapolis. Contact Richard E. Fahler, Box 31, Star City, Ind. 46985.

• **USS Titania (AKA 13)**—Reunion June 26-28, 1986, Middle Amana, Iowa. Contact Cliff Trumpold, telephone (319) 622-3103.

• **USS Laffey (DD 724)**—Reunion June 27-29, 1986, Denver. Contact Tom Fern, P.O. Box 319, Agawam, Mass. 01001.

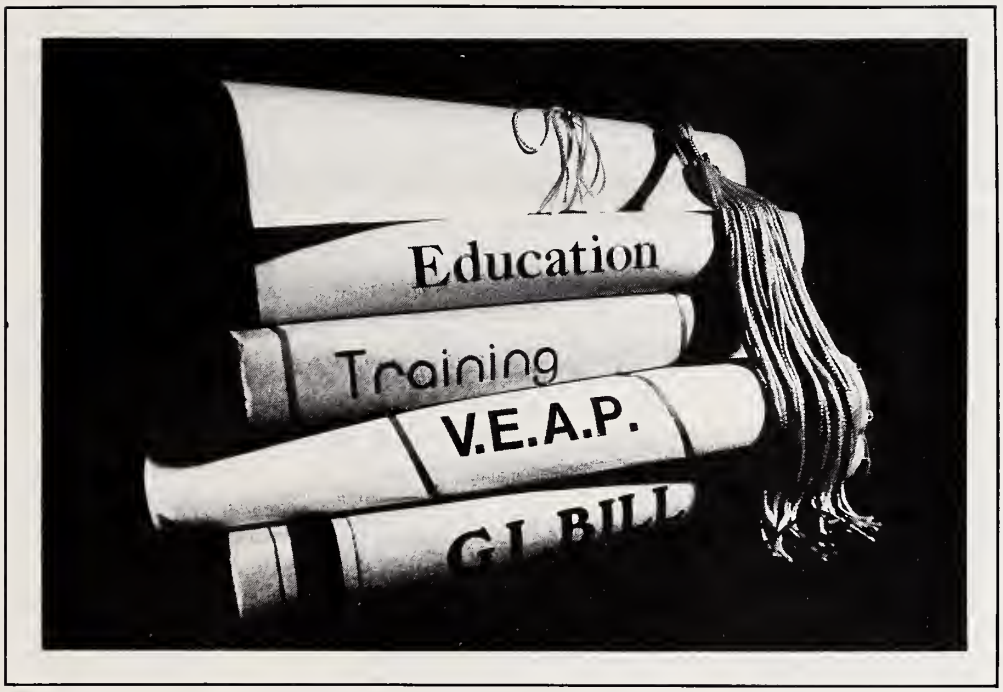
• **USS Dennis J. Buckley (DD 808)**—Reunion June 27-29, 1986, Denver. Contact Charles Black, P.O. Box 1301, Little Rock, Ark. 72203; telephone (501) 663-6096.

• **800 Destroyer Sailors**—Reunion planned, Summer 1986. Contact Charles Black, P.O. Box 1301, Little Rock, Ark. 72203; telephone (501) 663-6096.

• **USS Consolation (AH 15)**—Reunion Fall 1986. Contact Dr. Thomas C. Deas, 421 Wister Road, Wynnewood, Pa. 19096.

2

Navy Rights & Benefits



Educational Opportunities

Educational Opportunities

The military services have played a leadership role in making military technical training a major factor in American education. The excellence of Navy technical training is widely recognized in the academic world. The American Council on Education (ACE) believes that the military's special ability to train and develop highly skilled individuals in many fields is one reason the quality of service training has caught the attention of academic leaders.

As early as 1945, courses taken in the military services were the first non-campus courses in the country to be recommended for educational credit for courses offered in the civilian academic community. The General Education Development (GED) test—or high school equivalency test—was designed for the military. Millions of men and women possess high school diplomas today because they completed the GED test while on active duty.

Navy Campus: The Navy's Voluntary Education Program

The Navy's commitment to provide education opportunities to its members is carried out through Navy Campus. This voluntary education program enables Navy personnel to pursue further education wherever they are stationed.

Since Navy Campus was established in 1974, thousands of Navy men and women have taken advantage of the education opportunities at their disposal to earn:

- high school diplomas or equivalency certificates
- certificates of civilian apprenticeship
- vocational or technical certificates
- college degrees—associate, bachelor, or graduate.

Navy Campus provides Navy personnel with assistance at every step of the way in defining and achieving individual goals with educational counseling, free testing services, financial aid, and personal counseling about educational goal setting.

Navy Education Specialists—Civilian education specialists are hired by the Navy to assist Navy personnel in obtaining the desired level of education. The services of the educational specialists are available without cost at most naval facilities in the continental U.S. and abroad. They can help with such things as:

- assisting in establishing realistic educational goals
- evaluating prior civilian and military education, training and experience for credit
- recommending secondary and post-secondary institutions
- assisting in course enrollment and registration
- recommending specific courses and programs of study
- obtaining financial assistance for education.

Navy Campus Programs—Navy Campus includes the following component programs:

- On-Base Navy Campus
- Tuition Assistance (TA)
- High School Completion
- Navy Campus Functional Skills Program
- Servicemembers Opportunity Colleges, Navy (SOCNAV)
- Certificate and Degree Program
- Apprenticeship Program
- Instructor Services.

On-Base Navy Campus—The Navy brings college courses directly to Navy installations worldwide. More than 90 different colleges teach classes at 71 bases. Navy personnel can finish high school, begin to work on a college degree, and possibly even take non-credit courses to learn specific skills. There are also opportunities to improve basic competencies in reading, mathematics and writing.

Program for Afloat College Education (PACE)—PACE is under review. Its status will be announced.

Tuition Assistance (TA)—TA is available to all active duty personnel at congressionally mandated levels. The Navy pays tuition costs at:

- 100 percent for high school completion
- 90 percent for E-5 through E-9 with less than 14 years of active duty service
- 75 percent for all officers and other enlisted.

Navy Campus education specialists authorize TA for personnel participating in Navy Campus.

High School Completion—Service members can complete high school requirements during off-duty time with full cost of classes paid under Navy TA.

Functional Skills Program—Do you have trouble writing evaluations? Does it take hours to draft a standard Navy letter? Perhaps the voluntary, on-duty program for reading comprehension, math skills and writing could be the answer. Up to 45 hours of classes are offered at most Navy bases and on some surface ships at no cost to the sailor.

Servicemembers Opportunity Colleges, Navy (SOCNAV)

The Servicemembers Opportunity Colleges is a consortium of 438 member colleges and universities that have agreed to reasonable transfer of credit and limited residency requirements for the military student. Through SOC, a special associate's degree program, SOCNAV was established for the Navy. Active duty personnel can earn an associate's degree in selected fields of study associated with

their ratings or military occupations. Presently 25 accredited colleges have combined to form worldwide networks in six curricular areas:

- Data Processing
- Management Science
- Flexible/General Studies
- Communications Electronics
- Digital Electronics
- Law Enforcement

All institutions in the SOCNAV program agree to accept credit transferred from any other college in the network. The Navy is planning to have a total of 15 curricular networks in place over the next five years. More colleges are joining the program each month. The following colleges are presently in SOCNAV:

The SOCNAV Colleges

1. Brookdale Community College, Lincroft, N.J.
2. Brunswick Junior College, Brunswick, Ga.
3. Central Texas College, Killeen, Texas
4. Chaminade University, Honolulu, Hawaii
5. City Colleges of Chicago, Ill.
6. College of Lake County, Grayslake, Ill.
7. Columbia College, Columbia, Mo.
8. Eastern Connecticut State University, Willimantic, Conn.
9. Embry-Riddle Aeronautical University, Bunnell, Fla.
10. Florida Junior College, Jacksonville, Fla.
11. Florida State University, Tallahassee, Fla.—Panama Canal Branch
12. Hawaii Pacific College, Honolulu, Hawaii
13. Monterey Peninsula College, Monterey, Calif.
14. New Hampshire College, Manchester, N.H.
15. Pensacola Junior College, Pensacola, Fla.
16. Regents College Degrees, N.Y.
17. St. Leo College, St. Leo, Fla.
18. San Diego Community College, Calif.
19. Skagit Valley College, Mt. Vernon, Wash.
20. Thomas A. Edison State College, Trenton, N.J.
21. Thomas Nelson Community College, Hampton, Va.
22. Tidewater Community College, Portsmouth, Va.
23. Troy State University, Troy, Ala.
24. University of LaVerne, LaVerne, Calif.
25. University of Maryland, Adelphi, Md.

SOCNAV Curriculum Networks

1. Communications Electronics
2. Data Processing
3. Digital Electronics
4. Law Enforcement
5. Management
6. *Flexible* . . . Use as a general studies degree or as a degree to accommodate a non-network specialty.

At least 50 percent of the flexible curriculum can be in free electives or in broad areas that make full use of academic credit awarded for military experiences.

Certificate/Degree Program—Selected civilian institutions under this program waive all residency requirements for graduation. Navy personnel must meet the institution's degree requirements, sign a Letter of Agreement, and complete the program within 10 years. The agreement between the Navy student and the college is valid even upon separation from the Navy.

Apprenticeship Program—This program gives Navy enlisted personnel a means to apply Navy training and credited work experience in their technical skills to civilian journeyman certification. Apprenticeships are available through agreement with the Department of Labor in 15 ratings, with additional ratings under development. Up to 50 percent of the total required training can be satisfied by appropriate previous experience.

Instructor Services—For instruction in areas not covered by local schools, or not available through normal channels, commanding officers may organize non-credit classes for naval personnel on almost any subject. Professional instructors conduct these classes, which could range from conversational Japanese to family budget preparation. Students pay no tuition for these classes.

Earning College Credits for Navy Formal Training—The American Council on Education (ACE) regularly sends evaluation teams to Navy schools to examine course outlines, visit labs as well as classes, and to talk to instructors. Their recommendations on the number of credits that should be given for completing the Navy courses are published every two years in the Guide to Evaluation of Educational Experiences in the Armed Services. The ACE guide also translates Navy technical school courses into course titles at civilian institutions. The majority of American colleges use the ACE guide recommendations to award Navy personnel advance credit.

Navy Campus educational specialists review credits earned in Navy schools as well as the credits that the ACE guide recommends for experience in a particular rating. Total credits earned in the Navy are then combined with other credits accepted by the college for previous civilian schooling. The result can be the accumulation of a significant number of credits toward a college degree even before formal enrollment begins.

Educational Opportunities

Defense Activity of Non-Traditional Education Support (DANTES)

The Defense Activity for Non-Traditional Education Support (DANTES) is an agency which provides support to the voluntary education programs of all the armed services. Non-traditional education typically means that the educational experiences did not take place in a formal classroom. To document that experience, DANTES runs a comprehensive examination program.

DANTES testing sections, located at major shore stations and on many large ships, provide for the administration of examinations. Navy Campus education specialists give the tests.

The following examinations are available to naval personnel:

- College-Level Examination Program (CLEP)
- DANTES Subject Standardized Tests (DSST)
- Scholastic Aptitude Test (SAT) and American College Testing (ACT) Assessment Program
- ACT's Proficiency Examination Program (PEP)
- General Education Development (GED). The GED is available free of charge to Navy personnel stationed overseas who seek a high school equivalency certificate or diploma. There may be a charge for testing within the continental U.S.
- DANTES also makes available to Navy personnel other examinations and services which include:
  a.) Graduate Record Exams (GRE)
  b.) Occupational and Professional Certification Tests.

These tests allow Navy personnel to be certified by national registries in their occupational and professional specialities. DANTES has agreements for certification with more than 18 organizations.

The DANTES Independent Study Catalog lists all courses from accredited colleges and universities approved for tuition assistance reimbursement. In addition, the DANTES Guide to External Degree Programs provides information about institutions which offer external degrees.

Enlisted Education Advancement Program (EEAP)

The Enlisted Education Advancement Program (EEAP) offers career motivated enlisted members the opportunity to pursue a course of instruction at a participating junior or community college leading to an associate of arts/science degree in a rating-related or management-related discipline.

EEAP provides for the completion of associate degree requirements to improve qualifications for advancement and to improve supervisory abilities of high quality enlisted personnel. Selectees will receive full pay and allowances, less proficiency pay, but will pay all costs for tuition, books and other fees. The course of study must continue through the summer months and the requirements for an associate degree must be completed in 24 calendar months or less. Six years of obligated service will be incurred in exchange for the opportunity to participate in the program.

Eligibility requirements for EEAP are:

- Be on active duty in paygrade E-4 or above
- Have at least four years, but not more than 14 years, of active service as of September 1 in year of application;
- Be a high school graduate or have passed the General Education Development (GED) test
- Have a word knowledge (WK)/arithmetic reasoning (AR) of at least 110 on the Armed Services Vocational Aptitude Battery (ASVAB)
- Have successfully met Navy physical fitness standards within the past 12 months
- Have no record of conviction by court-martial, non-judicial punishment, or by civil court for other than minor traffic violations during the previous two years
- Must agree to re-enlist or extend enlistment to have six years of active obligated service as of enrollment date;
- Must be recommended by the commanding officer.

See OPNAVNOTE 1510 for details.

Enlisted Commissioning Program (ECP)

The Enlisted Commissioning Program (ECP) is an undergraduate program that provides an opportunity for outstanding career motivated active duty enlisted personnel in the Navy or Naval Reserve, who have previous college credit, to earn a regular commission.

Selectees will be ordered to the ECP on a permanent change of station (PCS) basis and enrolled in a participating Naval Reserve Officers Training Corps (NROTC) host university. ECP students receive full pay and allowances for their enlisted paygrades and are eligible for advancement. Tuition, fees, books and other expenses incurred while participating in the ECP will be paid by the student.

Selectees are expected to complete degree requirements for a non-technical degree in not more than 30 calendar months or a technical degree in not more than 36 calendar months, attending school on a full-time, year-round basis. Eligibility requirements for the ECP are as follows:

1. Be a citizen of the United States.
2. Be an enlisted member of the Navy or Naval Reserve on active duty and have completed at least four years (of which three years were in other than a school environment)

but not more than 11 years of active service as of Sept. 1 in the year of enrollment.

3. Have completed sufficient undergraduate course work to complete requirements for a non-technical degree in 30 months or technical degree in 36 months.
4. Be at least 22 years of age, but able to complete degree requirements and be commissioned prior to 32nd birthday.
5. Have a cumulative grade point average of 2.5 or better on a 4.0 scale (GPA is based on grades for all courses taken).
6. Have certified copy of the Scholastic Aptitude Test (SAT) or the American College Test (ACT) scores from test taken after Aug. 31 of the year preceding. Acceptable scores for this program are 430 verbal/520 math on the SAT, or 19 English/24 math on the ACT.
7. Meet physical standards for officer candidates.
8. Have no record of conviction by court-martial, non-judicial punishment, or civil court for other than minor traffic violations during the two years preceding Nov. 1 of the year of application. Have no record of a felony conviction (military or civilian) regardless of the date, or any record of drug abuse while in an enlisted status.
9. Be recommended by the commanding officer.

Interested persons should see their career counselor and check OPNAVNOTICE 1530 or contact the ECP coordinator, Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Broadened Opportunity for Officer Selection and Training (BOOST)

The Broadened Opportunity for Officer Selection and Training (BOOST) program is an academic program which enables enlisted personnel to acquire the scholastic skills and academic credentials to pursue a naval commission through established commissioning education programs such as the Naval Academy or NROTC.

The academic program at BOOST provides college preparatory instruction emphasizing mathemathics, physical sciences, and communication skills of reading, writing, listening and speaking. Included in the program are educational and personal counseling, development of study skills and time management. The basic program is followed by an eight week NROTC preparatory session for participants receiving NROTC scholarships.

Eligibility requirements for BOOST are as follows:

- Prospective NROTC Scholarship Program applicants must not have reached their 21st birthday by June 30, 1987. Candidates with active service in the Armed Forces prior to entering BOOST school may be granted a waiver on a month-for-month basis up to a maximum of 27 months. All candidates must be under 24 years of age as of June 30 of the year entering BOOST school.
- Prospective USNA candidates must not have passed their 21st birthday on July, 1, 1987, and must be unmarried with no dependents.
- Minumum Scholastic Aptitude Test (SAT) scores for eligibility are: 390 verbal/460 math. Minimum American College Test (ACT) scores for eligibility are: 17 English/20 math.

Interested personnel should see their career counselor and check OPNAVNOTICE 1500 or contact the BOOST program coordinator at the Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Education and Training Management Subspecialty

The ETMS program prepares officers to manage education and training activities. Billets are located throughout the Naval Education and Training Command and at other activities in ranks of 0-3 through 0-6.

The graduate level curriculum that qualifies officers for the ETMS subspecialty code combines education and training principles with general management. To satisfy the education skill requirements for this subspecialty, officers complete course work in such areas as organizational development, educational research and psychology, resource planning and programming, applications of computer technology to education and training, contract administration and evaluation, and design and evaluation of technical training programs. Officers can usually complete the full-time curriculum in 12 to 15 months.

The officer subspeciality is now available and fully funded at the following universities: Stanford, Harvard, George Washington (Washington, D.C.), Old Dominion, (Norfolk, Va.) San Diego State, Memphis State, and the University of West Florida (Pensacola). In addition, an off-duty curriculum is available at most of these universities and at the University of North Florida/Jacksonville University as well.

For more information on ETMS, contact Chief of Naval Education and Training, Officer Accessions, or NMPC 440.

Educational Assistance—The Veterans Administration (VA) administers three basic educational assistance programs for service members and veterans—the Vietnam Era GI Bill, the Veterans Educational Assistance Program (VEAP), and the Veterans' Educational Assistance Act of 1984 (new GI Bill).

Vietnam Era GI Bill—Veterans who

served on active duty for more than 180 continuous days, any part of which occurred after Jan. 31, 1955, but before Jan. 1, 1977, and (a) were released under conditions other than dishonorable, (b) were discharged for a service-connected disability, or (c) continued on active duty, are eligible for educational benefits under the Vietnam Era GI Bill.

Also eligible are those who contracted with the armed forces and were enlisted in or assigned to a reserve unit before Jan. 1, 1977; and who, as a result of this enlistment or assignment, served on active duty for more than 180 days—any part of which began within 12 months after Jan. 1, 1977—and who were discharged from active duty under conditions other than dishonorable.

Each eligible person with 18 continuous months or more of active duty is entitled to 45 months of full time educational benefits, or the equivalent in part-time benefits. Those with less than 18 continuous months of active duty are entitled to 1.5 months of full-time benefits (or the part-time equivalent) for each month of active duty served. The table on the right shows the various monthly amounts a veteran will receive under the current rates for Vietnam Era GI Bill users. These payments are non-taxable.

Programs of education approved for training under the Vietnam Era GI Bill include apprenticeship, on-the-job training, and cooperative programs. A cooperative program is a full-time program of education. It consists of institutional courses and alternate phases of supplemental training in a business or industrial establishment. Full time institutional training consists of 14 semester hours unless the school has certified to the VA that it considers 12 hours to be full time. Vocational or educational counseling will be provided by the VA on request.

Under the law, each person is entitled to one change of program. Subsequent changes may be approved by the VA. A change from one program to another when the first is a prerequisite to the second is not considered a change of program.

Veterans who have not received a high school diploma, (or equivalency certificate) or who need deficiency or refresher courses before enrolling in a program of education or training may pursue these courses without charge to their basic entitlement.

GI Bill eligibility generally ceases at the end of 10 years from the date of the veteran's release from active duty or Dec. 31, 1989, whichever occurs first. Eligible members with three consecutive years of active duty service after June 30, 1985, will be automatically converted to the new GI Bill on Jan. 1, 1990.

Tutorial Assistance—Veterans who use the GI Bill may also be eligible to participate in a program of tutorial assistance. Its purpose is to assist veterans/students to successfully complete an educational goal by providing special help to overcome deficiencies in required subjects.

The school must certify that tutorial help is needed to correct a deficiency in a course which is an essential part of the veteran's program of study.

Veterans may receive up to $84 monthly until a maximum of $1,008 is received. Payments are made as reimbursements, not as advance allotments. Application

GI Bill Rates

	No Deps.	1 Dep.	2 Deps.	Each Add. Dep.
INSTITUTIONAL				
Full time	343	409	466	29
Three-quarter	258	307	350	22
Half time	172	205	233	16
COOPERATIVE	278	324	369	21
APPRENTICESHIP/OJT				
1st 6 months	250	280	307	13
2nd 6 months	187	218	244	13
3rd 6 months	124	156	181	13
4th 6 months	62	92	120	13
FARM COOPERATIVE				
Full time	278	324	369	21
Three-quarter	208	243	277	16
Half time	139	163	184	11
ACTIVE DUTY, OR LESS THAN HALF TIME	Tuition cost, not to exceed rate of $343 for full time; $258 for 3/4 time; $172 for 1/2 time or less but more than 1/4 time; $86 for 1/4 time or less.			
CORRESPONDENCE	Reimbursed at a rate of approximately 50 percent of the cost of the course.			

Editor's Note: Educational funding has been reduced. The reduced rate applies to training from March 1, 1986, through Sept. 30, 1986.

for reimbursement should be made promptly after completion of the month or term in which tutoring was received. Benefits may only be paid, however, for tutoring received within the one-year period preceding the date the claim was received by the VA.

VA Work-Study Program—Veterans using their GI Bill educational benefits who enroll full time in college degree vocational or professional programs may "earn while they learn" under the VA work-study program. Veterans in a vocational rehabilitation program are also eligible to participate in the work-study program.

Selection of applicants is based primarily upon a veteran's need to supplement monthly educational assistance or subsistence allowances. The number of applicants selected will depend upon the availability of VA-related work at the veterans' school or at VA facilities in the area.

Veterans may work a maximum of 250 hours per semester (or other enrollment period). Payment will be at the rate of $3.35 per hour, or an amount equal to the hourly minimum wage, whichever is greater. A veteran may work less than 250 hours depending upon work availability, class schedule and personal needs.

Under the work-study agreement, veterans may receive payment for 40 percent of the hours of services in advance. After the advance, additional payments are made in arrears for each 50 hours of service performed.

Services performed under the VA work-study program must be VA-related in nature. Examples of such services might include processing of VA paperwork at schools or VA regional offices, outreach services under the supervision of a VA employee, and services performed at VA medical facilities and offices of the VA National Cemetery System. These examples are not all-inclusive—the nature of work will depend upon a veteran's interests and the type of work situation available.

Veterans Educational Assistance Program (VEAP)

The Veterans Educational Assistance Program (VEAP) replaced the Vietnam Era GI Bill for service members who entered the Navy for the first time during the period Jan. 1, 1977, through June 30, 1985. To remain eligible for the VEAP, members must have initially enrolled prior to the June 30, 1985, deadline. Eligible members may contribute to the VEAP either by monthly allotments of $25 to $100 in $5 increments or by lump sum contribution. Members must agree to participate in the VEAP for a minimum of 12 consecutive months, but disenrollment prior to 12 months is permitted in cases of financial hardship. The maximum amount that a service member can contribute is $2,700. The Navy will match contributions at a rate of $2 for every $1 contributed by the participant.

VEAP Contributions

Your Contribution	You Save	Government Contribution	Total
After One Year			
$25 a month	$300	$600	$900
$50 a month	$600	$1200	$1800
$55 a month	$660	$1320	$1980
$60 a month	$720	$1440	$2160
$65 a month	$780	$1560	$2340
$70 a month	$840	$1680	$2520
$75 a month	$900	$1800	$2700
$100 a month	$1200	$2400	$3600
After Two Years			
$25 a month	$600	$1200	$1800
$50 a month	$1200	$2400	$3600
$55 a month	$1320	$2640	$3960
$60 a month	$1440	$2880	$4320
$65 a month	$1560	$3120	$4680
$70 a month	$1680	$3360	$5040
$75 a month	$1800	$3600	$5400
$100 a month	$2400	$4800	$7200
After Three Years			
$25 a month	$900	$1800	$2700
$50 a month	$1800	$3600	$5400
$55 a month	$1980	$3960	$5940
$60 a month	$2160	$4320	$6480
$65 a month	$2340	$4680	$7020
$70 a month	$2520	$5040	$7560
$75 a month	$2700	$5400	$8100
$100 a month	$2700*	$5400	$8100

*Maximum service member contribution is $2700.

With Navy matching funds, the maximum account amount is $8,100.

Participants receive monthly benefit payments based on the number of months they contributed, or for 36 months, whichever is less. The maximum monthly benefit payment is $300. Benefits may be used in the same education programs authorized under the Vietnam Era GI Bill except for apprenticeship, on-the-job training programs and cooperative programs.

If entry into the service was on or before Sept. 7, 1980, (enlisted) or Oct. 16, 1981, (officer), veterans must have served on active duty for a continuous period of more than 180 days or have been discharged for a service-connected disability. If entry into the service is after the above listed dates, veterans must serve on active duty for a continuous period of 24 months. Benefits may be used in service after completion of the first obligated period of active duty or six years, whichever is less. Participants have 10 years from the date of last discharge or release from active duty within which to use these benefits. The table on page 45 shows the accumulation of funds by various monthly allotment amounts over periods from one to three years. The Navy's governing directive of the VEAP is OPNAVINST 1780.1.

Veteran's Educational Assistance Act of 1984 (New GI Bill)

The Veterans' Educational Assistance Act of 1984 established a program of education benefits for individuals entering military service from July 1, 1985, through June 30, 1988. Service members entering active duty during that period will have $100 per month deducted from their pay for the first 12 months of their service, unless they specifically elect not to participate in the program. Service members eligible for the Vietnam Era GI Bill as of Dec. 31, 1989, who serve three continuous years of active duty service after June 30, 1985, are also eligible for the new GI Bill with no deduction in pay required. Naval Academy or NROTC scholarship graduates commissioned after Dec. 31, 1976, are not eligible for this program.

Active duty for three years, or two years active duty plus four years in the Selected Reserves, will entitle an individual to $300 per month for 36 months. There are also several discretionary, targeted benefits which Navy is not authorized to use at this time. Benefits accrued under the new GI Bill can be utilized only for residence programs in institutions of higher learning and residence courses in non-college degree schools. In-service use of benefits is available after two years of active duty, and veterans have 10 years from date of discharge to utilize their benefits. An honorable discharge is required.

An educational entitlement program is also available for members of the Selected Reserve. Eligibility applies to individuals who, from July 1, 1985, through June 30, 1988, enlist, re-enlist, or extend an enlistment for a six-year period. Benefits may be paid to eligible members of the Selected Reserve who complete their initial period of active duty for training and complete 180 days of service in the Selected Reserve. Full-time payments will be $140 per month for 36 months.

Further information can be found in the Navy's governing directive on the new GI Bill, OPNAVINST 1780.2.

Veterans Benefits Timetable

YOU HAVE (after separation from service)	BENEFITS	WHERE TO APPLY
10 years	**New GI Bill:** The VA will pay you while you pursue an approved program of education.	Any VA office
10 years or until Dec. 31, 1989, whichever comes first.	**Vietnam Era GI Bill:** The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in an apprenticeship program.	Any VA office
10 years	**VEAP:** The VA provides financial assistance for education and training of participants.	Any VA office

Keeping VA Posted

Do you keep the VA informed of your current address?

If you need to submit a change, send it to one of the addresses listed whichever holds your records giving your name, VA file number and your mailing address:

Veterans Administration Center
P.O. Box 8079
Philadelphia, Pa. 19101

Veterans Administration Center
Federal Building, Fort Snelling
St. Paul, Minn. 55111

College Degree Program

The College Degree Program provides an opportunity for officers in grades of chief warrant officer 2 through commander to earn a bachelor's degree. Selected officers can take up to 18 months of full-time study to complete degree requirements in service-related

fields at a civilian university. Participants receive full pay and allowances, but must pay their tuition and other school-related expenses. Program details are outlined in OPNAVINST 1520.26.

Graduate Education

Graduate education is increasingly important to the naval officer as a means of enhancing professional development. There are several avenues available to achieve this goal, the first and foremost being fully funded graduate studies at either the Naval Postgraduate School (NPS), Monterey, Calif., or at selected civilian universities. Annually, a selection board reviews the records of officers in certain year groups for these programs. (Programs and year groups are provided in an annual OPNAVNOTE 1520.) Officers are selected based on professional performance, academic background (including off-duty education) and Navy's requirements for subspecialists. Selectees are eligible for graduate education during a three-year period, depending on their availability for orders, and may be reselected for additional eligibility periods.

Currently, approximately 1,680 officers from all services and some foreign countries are attending NPS and studying such curricula as aeronautical and naval systems engineering, communications, electronic warfare, command and control, anti-submarine warfare, national security affairs, management sciences or computer technology. An additional 150 naval officers per year enter civilian institutions to study naval architecture, ship construction, civil engineering, supply systems management, religion or law.

A limited number of officers (approximately 30 annually) may be selected for the Advanced Education Program (AEP). The AEP provides an opportunity for officers to attend a civilian university for up to 24 months of full-time study to complete master's level

Educational and Career Opportunities For Enlisted People (Voluntary)

Program Description	Eligibility Requirements	Obligated Service Time
VOLUNTARY EDUCATION PROGRAMS		
On-Base Navy Campus Program includes both high school and college courses taught by civilian instructors on the base.	Must be serving on active duty.	None but must complete the course successfully.
SOCNAV (Servicemembers Opportunity Colleges, Navy) Associate degree program provides two year degree program in fields related to specific Navy ratings.	Must be serving on active duty.	None but must complete the course successfully.
Navy Campus High School Studies Program teaches basic skills in reading, math, English.	Must be serving on active duty.	None but courses taken to complete high school diploma requirements must be during off-duty time.
Tuition Assistance	All active duty personnel.	None for enlisted; officers must agree to remain on active duty for two years from the time they complete the course.
EEAP Career-oriented enlistees have a chance to earn an associate of arts/science degree in job-related disciplines.	Must have four to 14 years of active duty service and GCT/ARI of 110 or more; CO recommendation and high school diploma (or GED); and have no record of conviction by court-martial.	Agree to re-enlist or extend six years as of school enrollment date.
ECP Enlisted members with previous college credits may complete degree requirements and earn a commission upon graduation.	Must be serving on active duty with four to 11 years in service; 22-32 years old; physically qualified for appointment in unrestricted line; have no record of court-martial; be recommended by CO and have 2.5 GPA on 4.0 scale for prior college work.	Four years of active commissioned service from date of commissioning.

graduate study. Their studies must be consistent with their designators and lead to earning a subspecialty. Commissioned officers in grades of lieutenant (junior grade) through lieutenant commander are generally eligible. Participants receive full pay and allowances, but must pay their tuition and other educational expenses. The program is described in an annual OPNAVNOTE 1520.

Another alternative is the Scholarship Program. A limited number of officers can accept a scholarship or fellowship to undertake graduate studies leading to a P-coded subspecialty. Participants receive full pay and allowances for up to two years of study. Tuition and all other educational expenses must be paid by the scholarship donor or individual officer. Program details are outlined in OPNAVINST 1520.24.

Approximately five officers may be selected annually to study in the Law Education Program. This program provides up to 36 months of full time, fully funded study at an ABA approved law school to earn the LLB or JD degree. Satisfactory completion of the program leads to assignment and detail as judge advocates in the Navy. Officers who are college graduates and serving in paygrade 0-3 or below are generally eligible to apply. Program details are in SECNAVINST 1520.7D.

A final alternative is attending college on off-duty time. If the prospective curriculum is approved and meets subspecialty requirements, the Navy will provide funding through the TA program for up to 75 percent of tuition and related educational expenses. Individuals may also undertake any program on off-duty time utilizing GI Bill benefits, VEAP, or personal finances.

For more information, personnel should check the current OPNAVNOTE 1520 (Graduate Education Program) and applicable program directives discussed above. In addition, the Office for Continuing Education at NPS directs officer graduate work and provides self-study courses in specific areas.

Educational and Career Opportunities For Enlisted People (Vocational)

Program Description	Eligibility Requirements	Obligated Service Time
VOCATIONAL SCHOOLS PROGRAMS		
Selective Training and Reenlistment (STAR) program gives enlisted people guaranteed assignment to Class 'A' school with automatic advancement to PO2 upon successful completion of 'C' school.	Open to PO3, PO2 and E-3 meeting professional growth criteria. Currently assigned to CREO Group A, B, C, or D or a critical skill NEC. CO recommendation. At least 21 months but not more than six years of continuous active naval service. Must be serving first enlistment.	Agree to enlist or reenlist for six years. Meet obligated service for entry into guaranteed school.
Selective Conversion and Reenlistment (SCORE) program guarantees assignment to 'A' school with automatic conversion upon graduation. Also grants automatic advancement to PO2 upon completion of "C" school, which is listed in CSL.	Open to male and female PO1, PO2, PO3, and identified strikers meeting professional growth criteria. Currently assigned to rating in CREO Group C, D, or E. At least 21 months of active duty but not more than 15 years.	Agree to extend for conversion of rating and enlist/re-enlist for six years after conversion.
Class 'A' School teaches the basic skill of a rating. Successful completion and graduation leads to striker identification or PO3.	Open to enlisted men and women in paygrades E-2 and E-3 meeting school entrance requirements. Must have six months aboard present duty station.	Active duty obligation varies with length of school.
Class 'C' School offers advanced technical training and may increase promotional chances under STAR and SCORE programs.	Open to male and female PO3 through CPO with 12 months on board present duty station. Must meet school entrance requirements. Submit request at least three months before reenlistment.	Attendance at 'C' school carries minimum four year active duty obligation.



Submariners don't get topside very often. When they do, it's usually for maintenance. Sailors from USS Bremerton (SSN 698), Seventh Fleet nuclear-powered attack submarine, paint the sub's tail fin while in port at Subic Bay, R.P. Photo by PHC Chet King.



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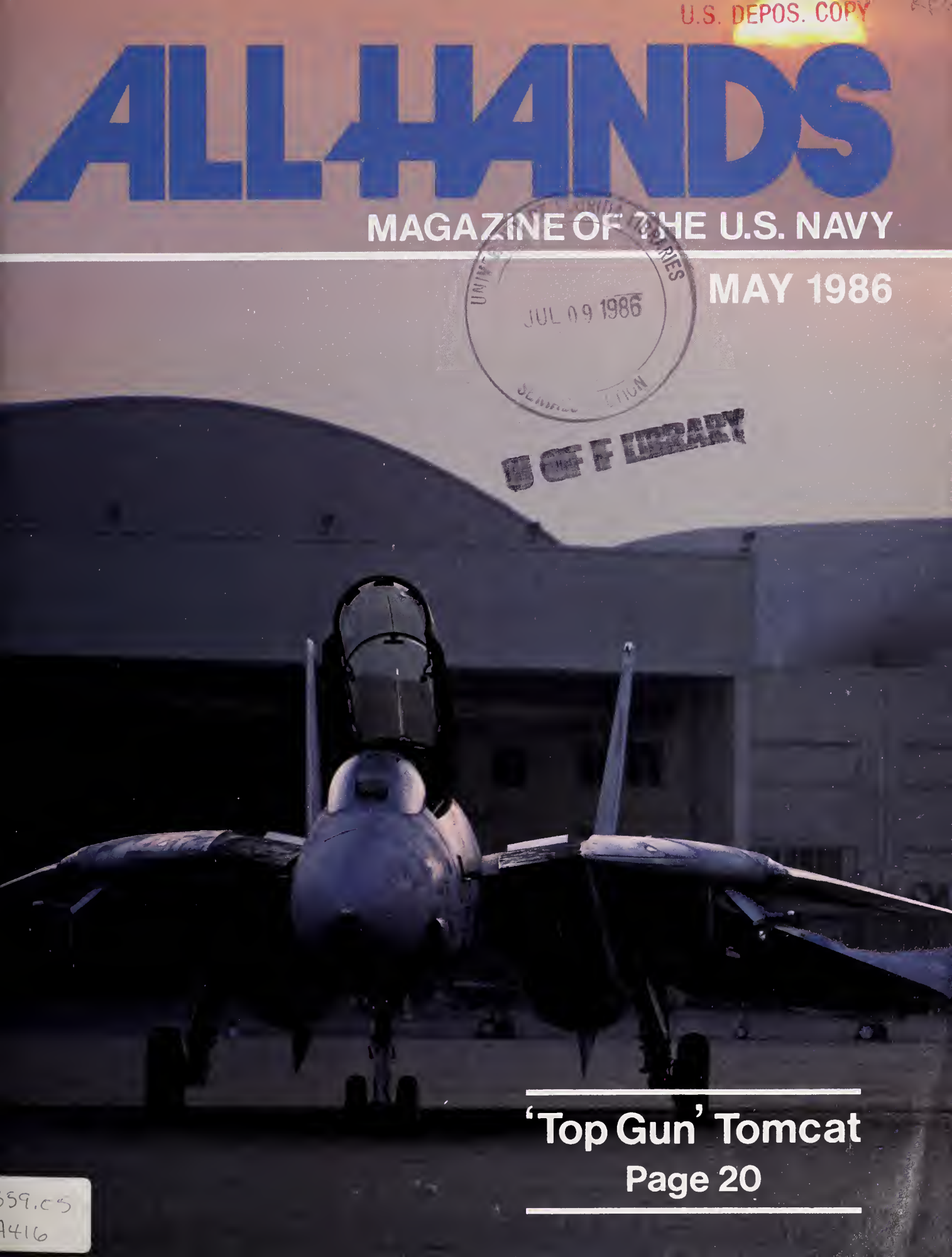
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MAGAZINE OF THE U.S. NAVY

MAY 1986

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'Top Gun' Tomcat

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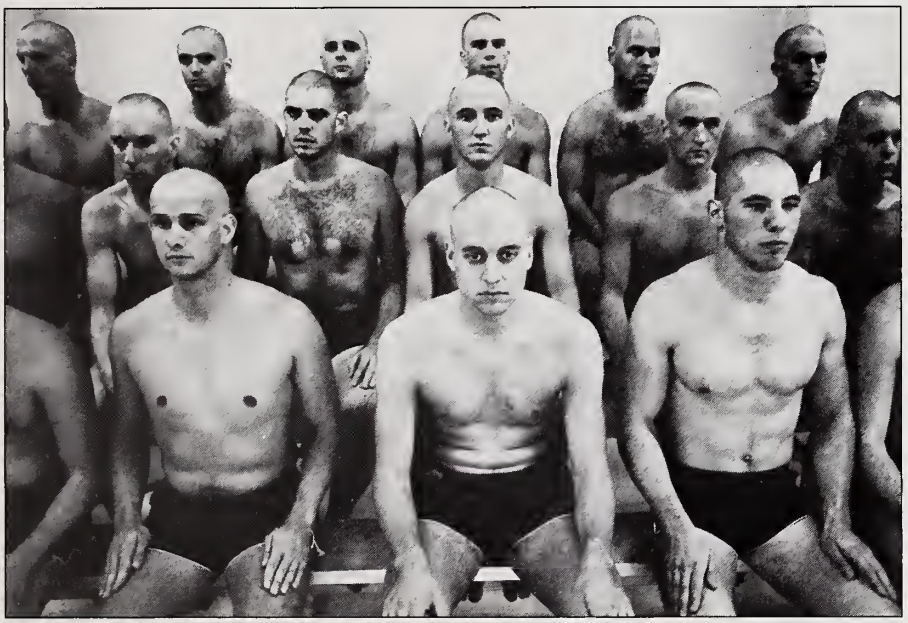
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USS Iowa (BB 61) launches a Harpoon anti-ship cruise missile during FleetEx 2-86.

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63rd YEAR OF PUBLICATION



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Front Cover: F-14 *Tomcat* from VF 124 serves as backdrop for Paramount Pictures' "Top Gun," shot on location at NAS Miramar.

Back Cover: Quote from commentator George Will superimposed on the painting "Hook down, wheels down," by James Scott, from the Navy Art Collection.

Navy Currents

Trost nominated as CNO

President Ronald Reagan recently announced Adm. Carlisle A. H. Trost as the nominee for Chief of Naval Operations to succeed Adm. James D. Watkins. Trost's nomination must now be approved by the U.S. Senate. The change of command will be held June 30th at the U.S. Naval Academy, Annapolis, Md.

Trost, now commander in chief, U.S. Atlantic Fleet (CinCLantFlt), is a 1953 graduate of the U.S. Naval Academy and has served on numerous submarines, including command of the nuclear-powered ballistic missile submarine USS *Sam Rayburn* (SSBN 635).

Of Adm. Trost, Adm. Watkins said, "He has the breadth of experience and the record of professional performance required to pilot the Navy in the challenging days ahead." □

Navy Relief

The Navy Relief Society fund drive is on.

The society, run by 3,800 volunteers at more than 220 offices worldwide, helps active duty and retired Navy and Marine Corps enlisted people and their families. Services offered include emergency financial assistance, visiting nurse programs, guaranteed student loans, interest-free loans or grants, and thrift shops.

Navy Relief won't help you out of a financial mess because you neglected to pay your bills or want some extra money for liberty or leave. It will not help pay your fines or other legal expenses, car licensing and insurance. It will, however, help you with setting up a budget, and financial counselors can help you in many ways.

If you've had help from Navy Relief in the past or might need help in the future, you can return that help through your contributions. The society's six-week fund raising drive is nearly over, but you can contribute anytime during the year; see your local Navy Relief coordinator. □

Aviation changes

A recent message details changes in naval aviation programs to begin as soon as specific instructions and notices hit the streets. Included in the changes, according to All Navy message 060/86 of May 1986, are a new officer designation, the reinstating of two programs, a new obligated service option and a vision waiver.

An aviation duty officer restricted line community with a 154X designation will be implemented. Officers in this designation will be eligible for promotion up to captain but will not be eligible for flag rank.

Two returning programs are the naval aviation cadet and the reserve officer candidate programs.

For further information, contact Lt.Cmdr. Harry Allen, code OP 130E40C, autovon 224-5631 or commercial (202) 694-5631. □

Reform in Retirement Pay

Military retirement pay will be reduced if either of two bills—one in the Senate and the other in the House of Representatives—is passed. The bills will not affect people now under military obligation, but will have a negative impact on future retention, according to Assistant Secretary of Defense (Force Management and Personnel) Chapman B. Cox.

Under the present military retirement system, people with 20 years of service can retire and retain 50 percent of their basic pay. The bill in the Senate will reduce the 20-year retirement benefit to 44 percent, and the one in the House will reduce it to 40 percent. The Senate bill is considered to be the less damaging to the management of the military force, according to Cox. The Senate also has proposed a reduction in the annual cost-of-living adjustment for retirement pay. The Senate and the House will meet soon to settle their differences.

"The compensation package introduced to Congress doesn't meet a comparable standard for the private sector," Cox said, "but it's close." An annual 4 percent pay raise for military retirees has been proposed, to keep that gap from increasing.

"The fact that we now expect changes to our retirement system for future entrants should not be taken as any indication that we have withdrawn from our firm commitment to work to provide our military members the best compensation and quality of life possible," Cox said. □

Shipboard pregnancy policy

Pregnant Navy women aboard ship can stay on that ship for up to the 20th week of their pregnancy and need no longer transfer immediately from their sea duty assignments. This was set forth in a new Navy policy that came out in March.

OPNAV Instruction 6000.1 is a single-source reference for the new policy. Info covered includes counseling requirements, assignment policies (including shipboard and overseas duty), and definitions of light duty, convalescent/ maternity leave and work limitations.

The new policy does not override the special care a pregnant woman must take in order to protect her health and the health of her baby.

COs will retain pregnant sailors aboard ship up to the 20th week, with medical officer concurrence. The pregnant member is required to be temporarily or permanently transferred ashore before any underway period. Previous policy required the mandatory removal of women from ships upon confirmation of pregnancy. □

Mutual Aid Association

The more than 100-year-old Navy Mutual Aid Association is a non-profit, tax exempt voluntary association that benefits sea service people and their families through a variety of services.

Low-cost life insurance, financial counseling and giving aid in gaining federal benefits and allowances to which sea service members and surviving family members are legally entitled are just some services offered by the association.

In addition, the association's volunteer staff provides commanders and commanding officers with briefings on government Social Security, dependency and indemnity compensation, and survivor benefit programs.

Active duty members in the Navy, Marine Corps and Coast Guard and officers of the U.S. Public Health Service and the National Oceanic and Atmospheric Administration may apply for membership while on active duty or within 120 days after separation. For further information, call toll free 800-628-6011 (in Virginia call collect (202) 694-1638). □

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NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 325-0495; AUTOVON 221-0495 for editorial; (202) 695-1884, AUTOVON 225-1884 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Rm. 2E329 Pentagon, Washington DC 20350-1200. Other correspondence and submissions to *All Hands*, NIRA Print Media, Rm 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

The P-3 Orion
Graduate school

The offices of Patrol Squadron 30 are set up much the same as those occupied by the five other squadrons in the pentagon-shaped hangar at NAS Jacksonville, Fla. VP 30 has all the normal administrative, operations, safety, maintenance and command master chief spaces, but there are some major differences. VP 30's special mission allows the squadron twice the number of P-3 *Orion*s and people of an operational squadron; VP 30 has 18 P-3 *Orion*s and more than 700 personnel. The special mission? To train the people needed to run the other patrol squadrons on the Atlantic coast.

As the East Coast P-3 Fleet Replacement Squadron, VP 30 trains flight crew members in anti-submarine and anti-surface warfare, search and rescue, mining, and maritime operations. Those personnel then serve in the 12 P-3 squadrons stationed in Jacksonville and Brunswick, Maine.

Training all these people in such complex systems takes time—but not much. VP 30 churns out a 12-man flight crew in 19 weeks. The squadron supports a 250-student rotation every six weeks, with nearly 3,000 flight crew and maintenance students graduating annually.

All P-3 crew members get ground, simulator and flight training, except the inflight technicians, who spend most of their training time learning to maintain the highly sophisticated equipment.

Teamwork is the key to effective operations in all Navy units, and VP 30 is no exception. But at the "P-3 graduate school," the varied backgrounds of the student crew members and the separate training programs they undertake places an extra emphasis on teamwork when the time comes to form a single crew.

A review of the backgrounds and required training of the various crew members highlights the multiplicity of the *Orion* team.

• **Student pilot officer**s come from the Naval Air Training Command, Corpus Christi, Texas, to VP 30's ground school to learn the P-3 aircraft systems. They sharpen their manual flying skills on the *Orion*'s buttons, switches and procedures in the simulator. Finally, they get hands-on experience with training flights in the local area or on operational detachments.

• **Naval flight officer students** are trained by U.S. Navy instructors, using Air Force facilities and simulators, before going to VP 30. At VP 30, they're trained on the complex electrical, tactical, navigational and communications systems of a P-3. NFOs hold two positions on the plane's crew—Navigation/Communications officer (Nav/Comm) and



VP 30 students hone their skills in a P-3 cockpit simulator as instructor (hatless) looks on. Far right: A VP 30 squadron member performs maintenance on port outboard P-3 engine.



Tactical Coordinator (Tacco). On their first tour in Navy patrol squadrons, NFOs are trained as Nav/Comm's—the junior NFO position.

• **Flight engineer students** go through one of the toughest curriculums at VP 30. Enlisted people from various ratings—structural mechanics, electricians, engine mechanics and survival equipment specialists—learn to be systems experts in three different ratings: Aviation Machinist's Mate (AD), Aviation Electrician's Mate (AE) and Aviation Structural Mechanic's Mate (AM). Students spend five weeks with maintenance instructors, getting a basic introduction to the P-3 systems: engines, electronics and hydraulics. Then they share 14 weeks of classroom sessions and P-3 training with the pilots in the cockpit simulators. Flight engineer students receive a Navy Enlisted Classification (NEC) code when they complete their VP 30 training.

• **Sensor operator trainees** come from the aviation anti-submarine warfare systems operator rating after completing enlisted 'A' school and the air crew candidate school in Pensacola, Fla. These students are trained either as acoustic sensor operators—who listen to and interpret ocean noises picked up by ASW sonobuoys—or as electronic warfare operators—who handle radar, magnetic anomoly detection gear and infrared detection equipment and other electronic support systems.

• **Aviation ordnanceman students** may come from fleet squadrons, P-3 maintenance departments or ships. They learn to program, load and drop sonobuoys, which detect submarines. They also train to troubleshoot weapons and search systems, and to photograph surface vessels. They too receive an aviation NEC code at the completion of training.

• **Inflight technician trainees**—Aviation Electronics Technicians (AT) or Aviation Anti-submarine Warfare Technicians (AX)—come to VP 30 from basic training at Naval Aviation Technical Training Center, Memphis, Tenn. They learn to maintain all avionics equipment and to monitor the aircraft's central computer systems. They also have two weeks of intensified condensed flight training on emergency drill procedures and flight duty. Inflight technicians also receive an aviation NEC code at the end of training.

These different backgrounds and varied responsibilities of the potential crew members mean that their training must

VP command opportunities

The CNO has approved a reduction in the length of command tours for patrol squadron COs, from 15 to 12 months. This is intended to allow greater opportunites for VP command among qualified candidates. VP pilots qualified for command may wish to contact their VP community placement officer for more information.



Photo by PH2 Shari Dick

With emphasis always on accuracy, students and squadron members learn as they work on P-3s.



follow separate tracks. Fortunately, the flying phase brings it all together, through practice with the other crew members to finally make a team. Instructor pilot Lt. Michael Harte said it's great to watch the 'light bulbs' go on in students' heads when they actually start flying the plane and all their training comes together.

During this final phase of training, some students take weeklong operational flights to detachments in Iceland, the Azores and Bermuda. Here they practice tracking submarines and conduct anti-submarine warfare.

VP 30 instructors never stop stressing the importance of teamwork. "If any member is not doing his job, the mission could fall apart," said training officer Cmdr. George Hodermarsky. "Without teamwork, the expensive and sophisticated P-3 would be nothing more than a nice airborne platform with windows."

Standardization is also stressed. "With the numbers of people in a squadron and the varying backgrounds, there's no room for creativity or individual freedom," said Hodermarsky. "A pilot who leaves here has to fly like every other pilot because turnover in squadrons is frequent. That's why we push standardization and testing to make sure we're doing it the same way (throughout the fleet)."

A senior instructor serves as a watch-



dog for standardization in the classroom. As VP 30's pilot standardization officer, he sits in on classroom lectures to monitor instructors and ensures that correct terminology is used and that the necessary information is presented. Students are also tested for standardization by their assigned instructor during five familiarization flights, but a different instructor conducts the standardization check on the sixth and last familiarization flight.

"The instructors here have a personal stake in the students," said AE1 Larry Bradley, a flight engineer instructor-under-training. "If you're an instructor and you go through six or eight students and none of those students can make it through the school, then the other instructors will look at you and wonder what's wrong with you, wonder why you can't teach."

VP 30 instructors are selected primarily because they're the top people in their squadrons. "I'm always hearing good things about my instructors," said Hodermarsky. "We have some of the sharpest people in the Navy here. They do well and I expect that. Their real challenge is to be role models for the students. In many cases, it's the first look the students get at fleet people."

Instructors will often take students "under their wing" if they think it's necessary.

"An instructor is always around to answer any questions you may have or to explain something to you," said student Lt. Bob Shea. "Even after working hours, he'll take you out to the plane to explain something further."

In the classrooms, names and home phone numbers of at least three instructors are placed in the corner of the blackboard; students can call any time.

Credit for VP 30's success goes not only to the instructors, for providing a tough training program for students, but to the people in the maintenance and administrative departments, who keep the squadron operational by maintaining the P-3s and moving the paperwork required on all students and squadron personnel. "In many ways, the support people are the backbone of the P-3 graduate school," Hodermarsky said.

Hodermarsky describes VP 30 as a "graduate school" because of the materials' complexity and sophistication. But VP 30 really just lays the foundation.

"Nineteen weeks may seem like a short time, given the complexity of the aircraft, but the school gives the rudiments of knowledge required and the skills to be safe, and then the (individual's) squadron picks it up from there."

Student flight engineer AMH2 Larry Peterson described his stay at VP 30 as a constant revolving door of studying, class, sleep, more studying, class and sleep.

"It's really an outstanding program, although it's such an intense one. But it's great when everything clicks in when we're flying," Peterson said. He will be assigned to VP 49 at NAS Jacksonville.

To graduate from VP 30, students must maintain an average grade of 80 percent on all three training evolutions: ground, simulators and flight. But even after they're assigned to an operational squadron, there are more standards to be met.

Flight crew members can qualify in their respective specialities in six to 24 months, but that's not the end of their squadron training. They must pass quarterly and annual Naval Air Training and



Students practice on an older model P-3 in the FRAMP hangar.

Operating Procedures Standardization (NATOPS) program tests, annual flight physicals, swim qualification tests, low pressure night vision tests every four years, and deep water environmental survival tests every eight years.

Even after students plow their way through 19 weeks of complex systems training in the P-3, and maintain their qualifications once they're in squadrons, their education isn't over. System upgrades, new technology and new equipment all require aviators to learn quickly and accurately, and this way of life—continually learning and re-learning—defines the special mission of VP 30. □

—Story and photos by Candace Sams



FRAMP: VP30 maintenance

A lot of training and expertise is required to successfully operate the P-3 *Orion*. But, as P-3 veterans like to say, before you can work 'em in the air, you have to *get* 'em in the air—and then you have to *keep* 'em in the air. That's where the maintenance personnel fit into the P-3 picture. And when you're talking P-3 maintenance, you're talking FRAMP.

Maintenance training at the VP 30 FRAMP (Fleet Readiness Aviation Maintenance Personnel) building prepares people to serve in East Coast P-3 *Orion* squadrons. FRAMP teaches 17 independent courses to the 200-250 students on board at any one time. Last year, nearly 1,600 students went through FRAMP.

Unlike the P-3 flight crew's 19-week training period, maintenance training course lengths vary with the amount and type of training needed in any given rating. Those ratings are: Aviation Machinist's Mate (AD), Aviation Ordnanceman (AO), Aviation Structural Mechanic (Equipment) (AME), Aviation Structural Mechanic (Structures/hydraulics) (AMS/H), Aviation Electrician's Mate (AE); Aviation Electronics Technicians (AT) and Aviation Anti-submarine Warfare Technician (AX).

. A student comes to FRAMP after recruit training and fundamentals training at Naval Aviation and Technical Training Command, Memphis, Tenn. At FRAMP, students begin specialized training in their rating. All students start with classroom introductions to the P-3 *Orion*. Next comes classroom instruction on the P-3 systems. Students then go back to FRAMP to perform actual hands-on training on the P-3s. After completing these training phases, a student transfers to an operational squadron.

To ensure a quality maintenance training program, FRAMP implemented the Maintenance Training Improvement Program in 1983 for East and West Coast squadrons.

Through a student's test results, MTIP can uncover deficiencies in FRAMP's 17 different pipeline courses and in the actual squadron work centers. People can be measured on their level of expertise on an aircraft or aircraft system, and can identify specific training requirements for a person or squadron.

MTIP also can uncover training deficiencies in squadrons as well as in 'A' schools and the Naval Aviation Maintenance Training Group Detachment.

As the MTIP model manager for P-3 squadrons, FRAMP develops and maintains all course material and question data banks, and provides instructors for formal classroom and hands-on training. FRAMP also provides training for other Navy facilities such as the Naval Air Development Center, Warminster, Pa.; Naval Air Test Center, Patuxent River, Md.; and Naval Engineering Support Units, in Brunswick, Maine; Jacksonville, Fla., Moffett Field, Calif., and Barbers Point, Hawaii. After training, though, testing still continues once a person transfers to a squadron.

Before a squadron goes on deployment, FRAMP provides a training package to squadrons based on the squadron's testing and evaluation results.

The maintenance person's No. 1 priority is maintaining the P-3s safely. But since new equipment and systems are always planned for in the future, maintenance personnel are forced to learn and re-learn quickly and accurately, just like flight crews.

The maintenance people may be the only members of the P-3 team who never fly, but without them, nobody gets off the ground. □

AOCS

In like a lamb Out like a lion

It is two minutes before five o'clock on this Tuesday morning. Most of the people assigned to Pensacola Naval Air Station are still asleep. One notable exception is Marine Corps Gunnery Sergeant Robert Calamari. That in itself is not very significant. But for the 37 new aviation officer candidates who are enjoying what may be their last restful sleep for quite a while, an awakened Calamari is enough to ruin their whole day.

Calamari and a small group of candidate officers (aviation officer candidates in their last week of training) climb the stairs up to the second deck, careful not to make any noise. Huge metal trash cans are raised above heads and—CRASH—the cans tumble to the deck.

It is now five o'clock.

Today is the first day of training for class 06-86. There are only 95 more days to go. If they last, these 37 aspiring aviators will become commissioned ensigns. But the likelihood of that happening seems very slim to them right at the moment.

The aviation officer candidates are roused out of bed and herded into the corridor. Since they have never met their new drill instructor, Calamari introduces himself.

"On your face, freaks."

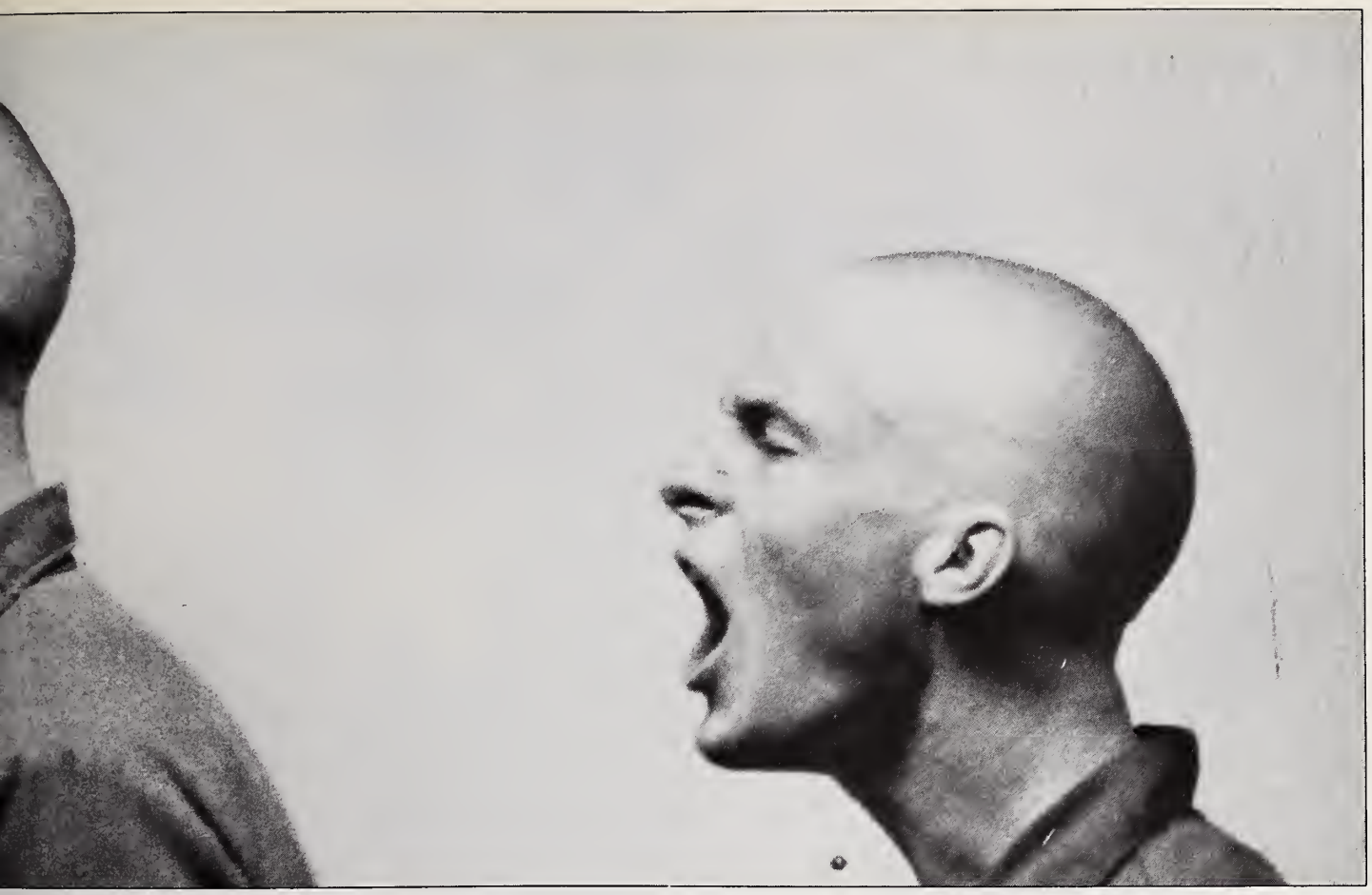


Aviation officer candidates await their initial swim test on the first day of training.



Candidates reply with enthusiasm to their drill instructor's command.





YES SIR!" they bellow in reply.

Introductions completed, they now move on to bigger and better things. Things like push-ups, side-straddle hops, leg-lifts. The kinds of things everybody wants to do at five in the morning. And while most of these terrified young candidates, or "poopies," as they are called their first week here, are giving it their all, a few aren't. And since Calamari, non-commissioned officer-in-charge, is such an understanding man, he counsels the latter group with carefully chosen observations: "Hey you, 'brain-dead,' I guess it took you four years of college to get this stupid." And since one of the goals of this training is to remove individuality and to replace it with teamwork, everyone receives the same rewards.

"On your face, freaks. Push-ups, side-straddle hops, leg-lifts, push-ups, side-straddle hops, leg-lifts," Calamari sings. The temperature in the corridor rises noticeably as 37 sweating bodies labor together. The grunts and groans sound like noises you would hear in a barn. Pools of sweat on the deck make you think there is a broken water pipe nearby.

And since everyone has worked up an appetite from doing calisthenics, the next logical thing to do would be to eat breakfast.

Ah, breakfast. A most enjoyable part of life—you greet the day while feasting on an endless variety of delectible entrees. Maybe you like to read the paper or sip a cup of coffee or two. But since Calamari is the host today, breakfast is served his way; a la indigestion. No talking, no moving, no choices, no questions and certainly no seconds.

Sure, it doesn't sound like much fun, but like everything else here, you get used to it. Or you leave.

This is no game. Every little detail is important. It has to be that way. Aircraft are too expensive to be lost because a pilot didn't learn enough about details to pay close enough attention to an instrument or warning light.

Sure the training is tough, and sure the drill instructor seems like a sadistic monster. But when the training is completed, you'll think of him as your hero, a real demi-god.

Master Gunnery Sergeant D.W. Bearup, the chief drill instructor at Aviation Officer Candidate School, tells a story about a Navy commander at NAS Pensacola who was going to retire and wanted an AOCS drill instructor to attend the ceremony. He had been a prisoner of war for six and one-half years during

the Vietnam War and he told himself that whatever his captors did to him, his drill instructor at AOCS would have done it worse. That, he says, got him through. All of the drill instructors at AOCS went to his retirement ceremony.

The role of the drill instructor at AOCS is to teach military training, not how to fly airplanes. That comes later, maybe. First you have to get through 14 weeks of drill, classroom instruction, inspections, physical fitness training and more. And none of it is easy.

The first week is mostly devoted to a basic lesson in time management: you become efficient or you die. It's a sensory overload. This is when they weed out the people who don't really want to be here.

Of the 37 who started on Tuesday, three dropped out before the sun set that day. And during the next 14 weeks, many more would leave, and in most cases, it would not be their choice. Of the 2,061 candidates who reported to AOCS in fiscal year 1985, 690 were "attrited," or kicked out.

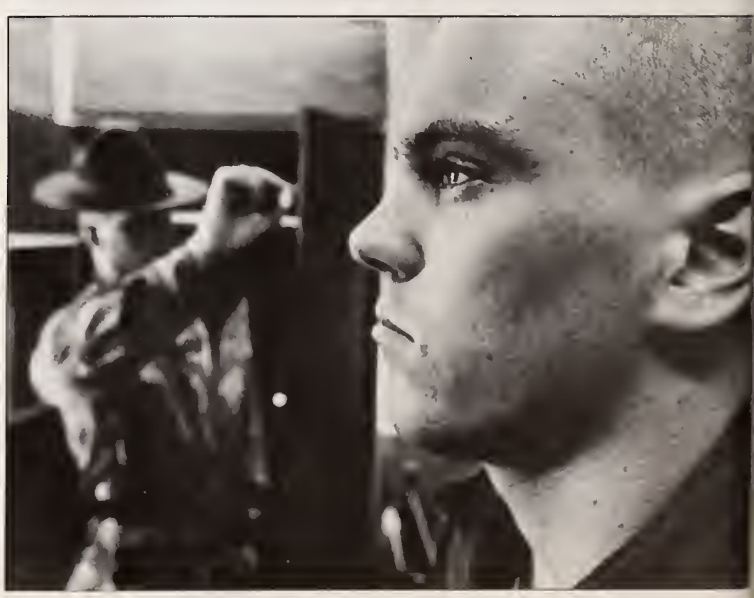
After breakfast, Calamari takes the poopies to get their first haircuts. This is the first real step taken to remove the candidate's individuality. From there, it's Poopie Christmas, where new uniforms are issued. Since time is at a premium, Calamari teaches the class the finer points of drill while they march from one place to another. Even the simple things like standing at attention require maximum effort, in the beginning.

"Heels together, toes 45 degrees apart, eyes forward, thumbs against the seams of your trousers and if you have a chest, stick it out," Calamari screams. As the weeks wear on, these things become second nature. On the first day, however, it's a nightmare.

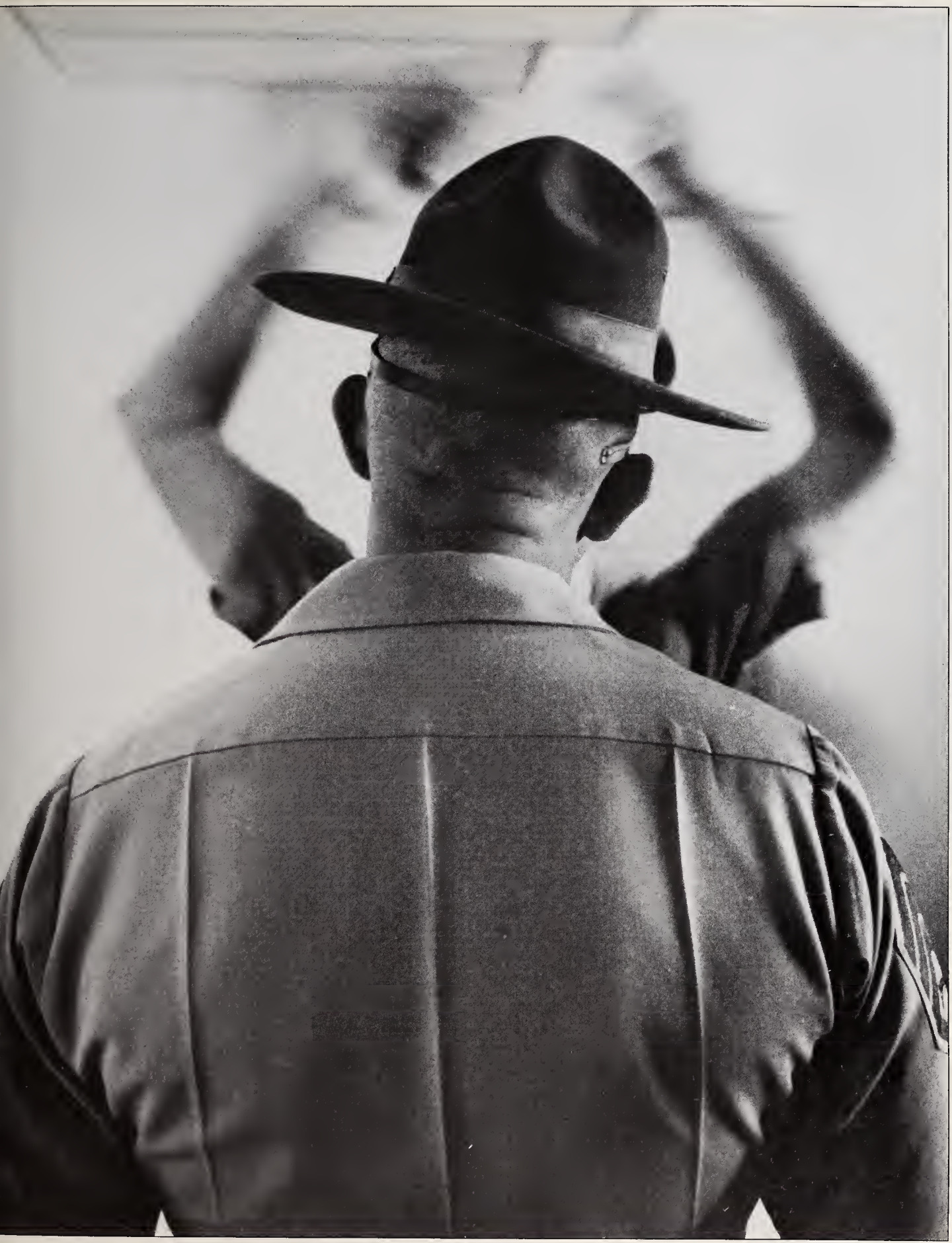
As the first week draws to a close, the poopies prepare for their first RLP (room, locker and personnel) inspection. This is considered a freebie, in that it is only to give the candidates a taste of what they will face during later inspections. The results of this inspection will not be used against them. And that's lucky for them.



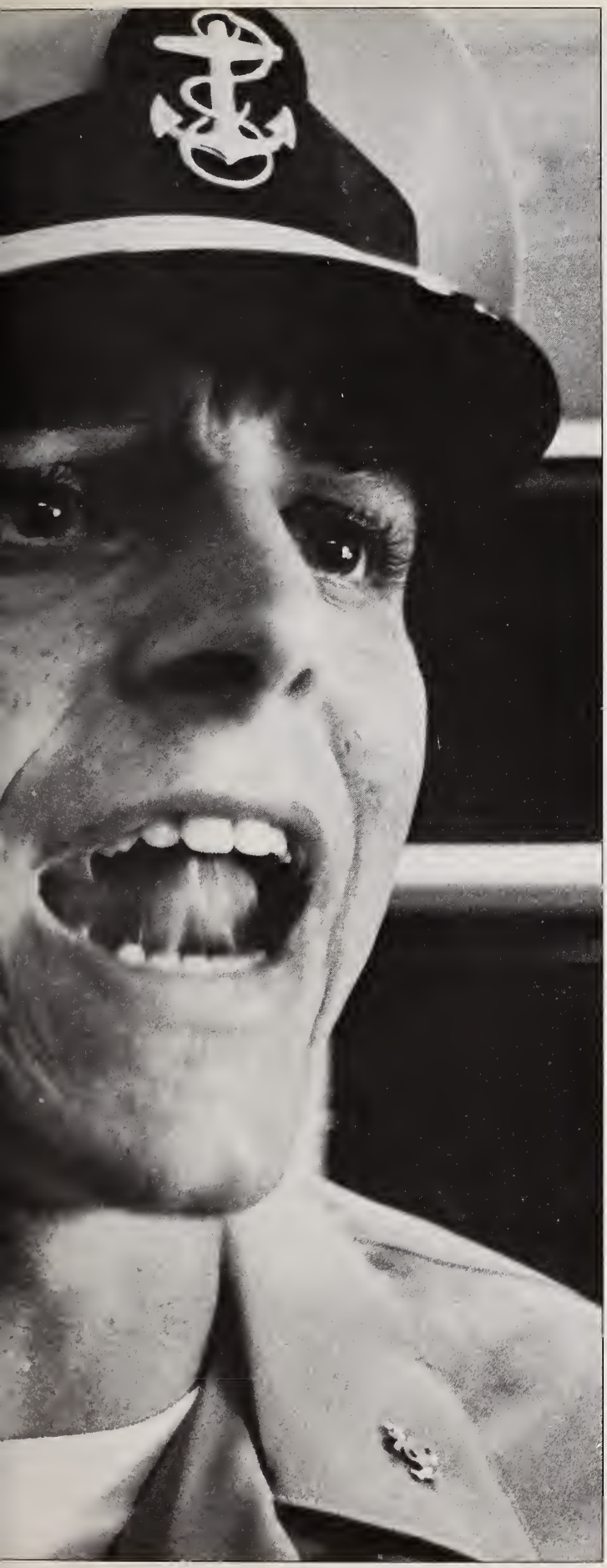




Motivation is the key to success at AOCS, and the drill instructors are there to motivate the officer candidates.







It's Friday already, and the poopies are rushing to make sure that their buttons are buttoned, brass polished, beds made, and the list goes on. What happens next is best described as pure mayhem.

Drill instructors from the whole battalion join Calamari in initiating the poopies in RLP inspections. They all pour into the four-man room.

Judgment is passed on the inspection in language not fit for a family magazine; the punishment is inevitable: "On your face for push-ups!"

"Yes sir!"

And it doesn't get any prettier. Even if a candidate did something right, which is highly unlikely, he would be the last one to know.

After the inspection, they are ordered to put all their belongings into a seabag, because they are moving to another building, where they will live for the remaining 13 weeks. The idea of moving sounds like a great idea to the poopies, but little do they know that it involves a few more sessions of fun in the Florida sun. Push-ups, side-straddle hops, leg-lifts, and a few laps around the sidewalk carrying their seabags are ordered. Traffic stops to watch the show. Most of the spectators have gone through this themselves at one point in their lives. But the poopies don't mind, because after this, things can only get easier, right?

But not everything gets easier. When it comes to academics, "The Big Three" (navigation, jet engines and aerodynamics) strike fear into the hearts of all but the insane. And though The Big Three are all hard, aerodynamics is the hardest.

"It wouldn't be that hard if we had the time to study," a candidate says. "That's the big problem."

In class, students are shown slides of complex aerodynamic formulas. Interspersed with these slides, the image of a Russian Bomber is flashed on the screen. "What is this?" the instructor asks. "A target," the class replies in unison. There is no mistaking that these people are motivated, and being motivated is what this place is all about.

According to Marine Capt. John Kolp, a company officer at AOCS, there are three stages trainees go through to become candidates at AOCS.

Motivation is the key to success at AOCS, and the drill instructors are there to motivate the officer candidates.

Above: Candidates stretch their legs before running the obstacle course. Right: Marching with rifles begins in the second week. Far right: An AOCS candidate gives the thumbs up during a pressure chamber test.







"During the first stage, they do things out of fear. At the second stage, they do it for the drill instructor. And in the third stage, they do it for themselves," Kolp says.

Calamari believes in making candidates make decisions for themselves. "Think like ensigns, because that's what you're going to be in a few weeks," he tells them. "What good is it going to do you if I lead you around like sheep for 14 weeks," he asks?

And if being an officer candidate is hard, just think what it is like being a drill instructor for a class that's just starting training, one that is halfway through training and one that is graduating, all at the same time.

"It gets a little confusing at times," Calamari says. How do you change roles when dealing with poopies one minute and 14th week candidates the next? "You don't really change at all," Calamari says. "It's the candidates who are changing. The poopies get yelled at because they don't know what they are doing. As the weeks go by, they know more, so they are making fewer mistakes." Calamari isn't someone who screams just because he likes the sound of his own voice. "When I raise my voice, they know I'm mad," he says. "I treat them like I would want to be treated."

"Calamari doesn't have to make you respect him," a 7th week candidate says. "You want to respect him—he's very fair." This is from a candidate who was afraid to look at Calamari's face for the first five days of training.

On Friday mornings at 0500, the graduating class goes on a final run with the drill instructor. They run through the streets in formation. The only sound heard is the class singing, "I want to be an aviator."

After the run, Calamari joins the class for their last breakfast at AOCS.

"In a few hours, you're going to be ensigns," Calamari says. "When we leave here, I want you to do it just like the poopies have to. You are the leaders now. Set an example for these other candidates. Are there any questions?"

"No sir!" □

—Story and photos by PH1 Perry E. Thorsvik

TOP GUN

'It's not just a job...' it's a movie!

Story and photos by PH2 Michael D.P. Flynn

Hollywood enlisted into the Navy last summer when Paramount Pictures began production of its $13.5 million action-based film, "Top Gun."

The film stars Tom Cruise of "Risky Business" and highlights the training that his character, Pete "Maverick" Mitchell, receives at the Naval Fighter Weapons School at NAS Miramar, San Diego. The

Several "real life" Navy people got to appear in "Top Gun," but the true star of the show was the F-14 Tomcat.




LT FRED GLASSON
SNAKE

movie's title comes from the nickname given graduates of the five-week program who go on to become the Navy's "top guns."

Filming for "Top Gun" took place aboard the aircraft carriers USS *Ranger* (CV 61) and USS *Enterprise* (CVN 65). Portions of the film also were shot at: NAS North Island's Officers' Club; NAS Miramar; Naval Weapons Center, China Lake; and the Pacific Missile Test Center, Pt. Mugu.

Released earlier this summer, with the premier to coincide with celebrations of the 75th Anniversary of naval aviation, "Top Gun" is directed by Tony Scott, who also directed "The Hunter," and co-stars Kelly McGillis of "Witness," Anthony Edwards of "Revenge of the Nerds," Michael Ironside of NBC's "V," Val Kilmer of "Top Secret" and Tom Skerritt of "Alien."

Navy ships and bases in California served as backdrops for many of the movie's scenes, and several squadrons and individuals also were involved in the actual filming.

Helicopter Combat Support Squadron 1's Search and Rescue (SAR) Swim School at NAS North Island gave assistance to the shooting crew when the movie's script called for parachute jumping and water rescue scenes. Senior Chief Parachute Rigger James L. Kauber met with director Scott and discussed what support the school might provide.

"I asked them to tell me what they needed," Kauber said. "It was perfect. Their shooting script fell right in line with what we teach here at the school."

In addition to training Cruise and co-star Edwards in water survival, Kauber's crew provided technical assistance to Scott during the filming of open ocean rescue scenes.

"As it turned out, it was a good thing we were on the scene," Kauber said. Scott had selected the Coast Guard to do the helicopter rescue scenes. But, as Kauber pointed out, "He hadn't taken into account some of the differences between the Navy's SAR training and the Coast Guard's training.

The scene called for the pilot and the co-pilot to be hoisted, together, into the helo. The Coast Guard doesn't train for that sort of operation. "As the scene was shot and reshot, it became obvious that the Coast Guard swimmer was getting tired," Kauber said. "The swimmer finally told the director, 'I can't do it anymore. I gotta rest.'"

In the movies—more so than just about anywhere else—time is money. When Kauber told Scott that two-man hoists were a routine part of the Navy's SAR training, Scott put Kauber into the Coast Guard suit and finished shooting the scene.

If none of his scenes get cut, Kauber will appear three times in the film; once



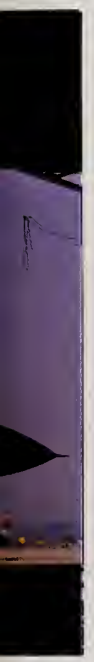


as a Coast Guard swimmer, and again as a substitute for Cruise in a life raft. But the third and best moment in his film work came when Kauber and his brother, Mark, an aviation ordnanceman 1st class and instructor at the Basic Underwater Demolition School for Seals (BUDS/SEALS), got to strut their stuff high above San Diego's skyline. Mark was outfitted in a Soviet pilot's uniform. The brothers did a free fall together during a parachute drop.

"It was all our scene, Kauber said as he recalled the thrill. "We set it up, then jumped together when we were signaled."

Lt.Cmdr. Richard J. "Warlock" Bradley, executive officer of Fighter Squadron 213, enjoyed a temporary promotion when he played the role of an admiral aboard *Enterprise*. According to

Navy experience, manpower and logistical support enabled the Hollywood people to concentrate on the business end of the camera.



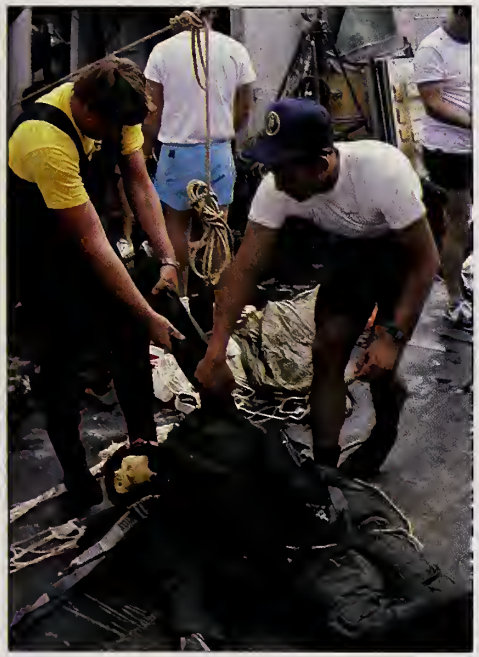








Photo by PH1 Harold J. Gerwien

Bradley, in his scene he congratulates Cruise for downing two Soviet MiGs. Bradley joked that the MiGs might not be the only thing that gets shot down. "I could end up on the cutting room floor."

Pilots from Fighter Squadrons 11, 124 and 211 will appear in the backgrounds of certain scenes in the film. They said they had to audition for the parts. "We volunteered to be in the film, but it was the people from Paramount who made the final selection," said Lt.j.g. Bruce Fecht. "I guess they wanted to look us over first."

Hollywood has spotlighted the Navy in several recent films. "Winds of War," a TV mini-series, and "Final Countdown," a major theatrical release, were both based on naval themes. Then there was the film, "Taps," in which Tom Cruise appeared as a military cadet. Now, with the Navy added to Cruise's repertoire of cinematic masterpieces, and considering the excitement involved in filming "Top Gun," it can be said that Tom Cruise's film career is "Not just a job . . . It's an adventure." □

Navy saves sinking star

Navy search and rescue instructors saved the life of movie actor Tom Cruise during the filming of "Top Gun."

Ironically, the rescue came during the shooting of a sequence that depicts Cruise as a Navy F-14 fighter pilot rescuing his radar intercept officer after their plane has crashed into the ocean.

In the scene, an articulated dummy (a manniquin built to accurately represent a human form) was put in place of co-star Anthony Edwards. Outfitted in flight gear and a parachute, the dummy was deliberately sunk below Cruise's life raft.

A major problem faced by all downed pilots is a possibility that their parachutes might fill with water and pull them under the ocean's surface. That is precisely what happened to the dummy in the rescue scene. Cruise, when he tried to pull up the dummy, became entangled in the parachute's lines.

While underwater photographers filmed the action from below, the movie company's safety divers recognized the danger Cruise was in. They immediately surfaced and yelled for help. The Navy came to the rescue, with Aviation Electronics Technician 1st Class John Buttler and Aviation Ordnanceman 2nd Class Daryl Silva responding to the call.

Buttler piloted their motorized raft to the scene, and Silva grabbed Cruise, who was being pulled farther under water by the chute. After shutting off their raft's motor, Buttler helped Silva pull Cruise to the surface.

"John and I were partially submerged, holding onto Cruise," Silva said. "Somehow—we managed to pull him up a little farther."

When Cruise's head broke the surface, Silva dove under to disentangle the parachute lines. "I dug my knees in just under the raft's tube, holding Cruise with all the strength in my arms," Buttler said.

"At this point, Cruise was unconcious, his body was limp," Silva recalled. "The parachute lines had been wrapped around his wrist and the big aviator's watch he had on."

After Cruise was freed, the dummy and its flight gear quickly sank right to the bottom.

Cruise recovered in the life raft and continued filming as SAR swimmers stayed nearby.

Silva is a SAR instructor from the HC-1 Search and Rescue Swim School at NAS North Island. Buttler has since transferred from HC-1 to HSL-31. Several SAR instructors worked as advisors to "Top Gun's" director Tony Scott and provided technical assistance during the shooting of the open ocean sequences. □

Flynn is assigned to FltAVComPac, San Diego.

Navy safety divers work to position a parachute during filming of a rescue scene, a scene that eventually required a real rescue.



The Log Book

Here are some more excerpts from *All Hands* articles of days gone by.

10 Years Ago—May 1976

• Navy corpsmen and physicians are using satellites and high frequency radio waves to treat patients. The Remote Diagnosis System (RMDS) enables corpsmen aboard ships to communicate directly with doctors ashore or in other ships by television pictures and accompanying voice transmissions sent via satellite. The system can also use telephone lines and line-of-sight microwaves to send and receive images.



20 Years Ago—May 1966

• The Navy Hospital in Saigon is the most modern and well-equipped hospital in the Republic of Vietnam. Last year alone more than 2,000 patients were treated in the hospital as well as 73,000 outpatients. Staffed by nine doctors, seven nurses, two medical administrators and 84 enlisted corpsmen, the hospital has met challenge after challenge brought on by the escalating Vietnam conflict. It opened for business in 1963.

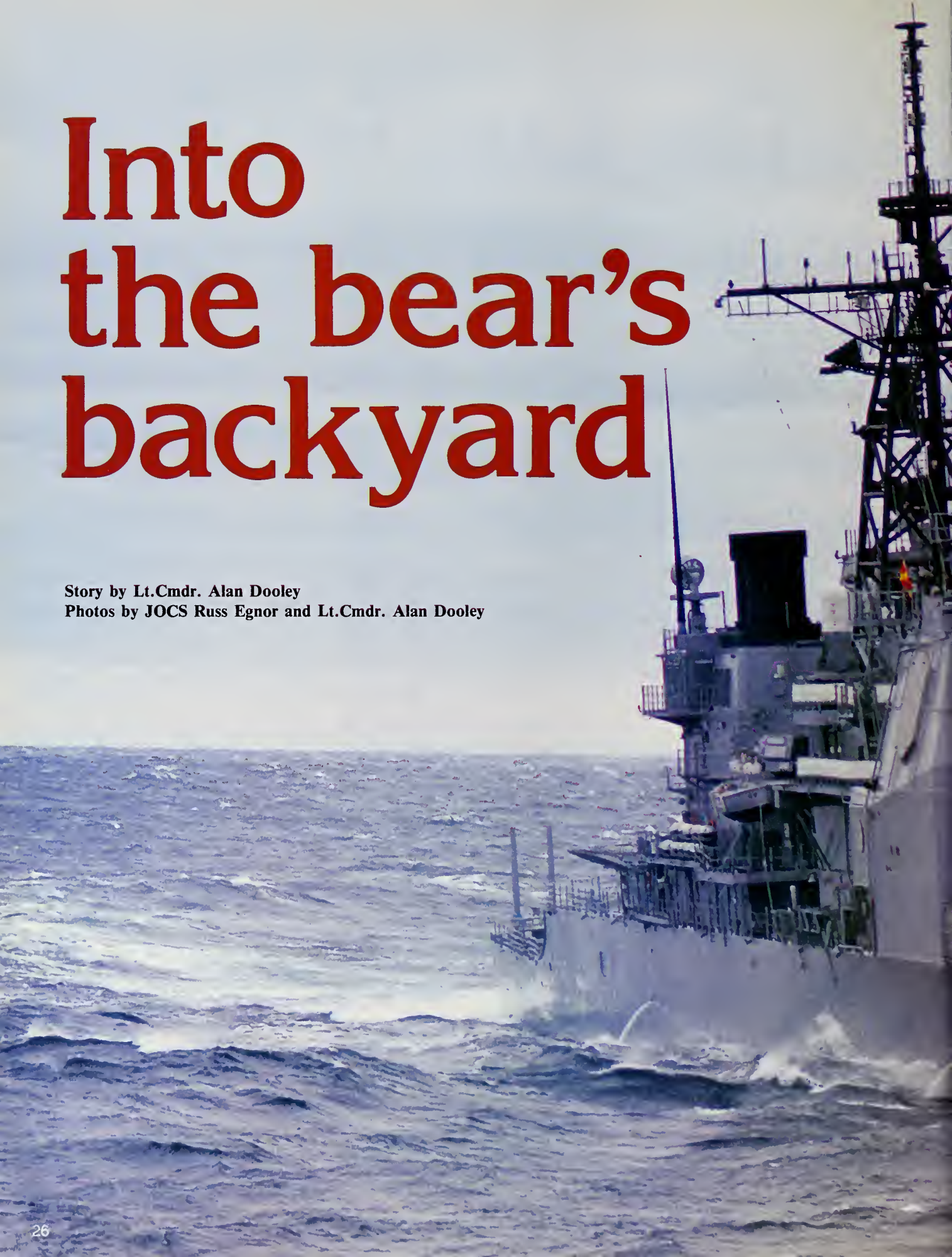
40 Years Ago—May 1946

• Currently probing the fantastic push-button world of power and energy which emerged from World War II, the Navy has entered upon the most extensive scientific research program in its history. Lining up the nation's top-notch scientists, the Navy is delving into the realms of atomic energy, jet propulsion, gas turbines, pilotless aircraft and airborne television.

• "To date no further information has been received . . . and . . . in view of the length of time that has elapsed, I am reluctantly forced to the conclusion that all hands are deceased." Thus the Secretary of the Navy recently closed the books on three warships which disappeared without trace in the terrible aftermath of the Battle of the Java Sea early in World War II. And thus the names of the destroyers *Edsall* and *Pillsbury* and the gunboat *Asheville* were added to the list of "mysteriously missing" ships of World War II, bringing to five the number of U.S. surface vessels classified as presumed lost. The missing surface ships are the destroyer *Jarvis* and the Q ship *Atik*. All disappeared in 1942 without a trace. □

Into the bear's backyard

Story by Lt.Cmdr. Alan Dooley
Photos by JOCS Russ Egnor and Lt.Cmdr. Alan Dooley

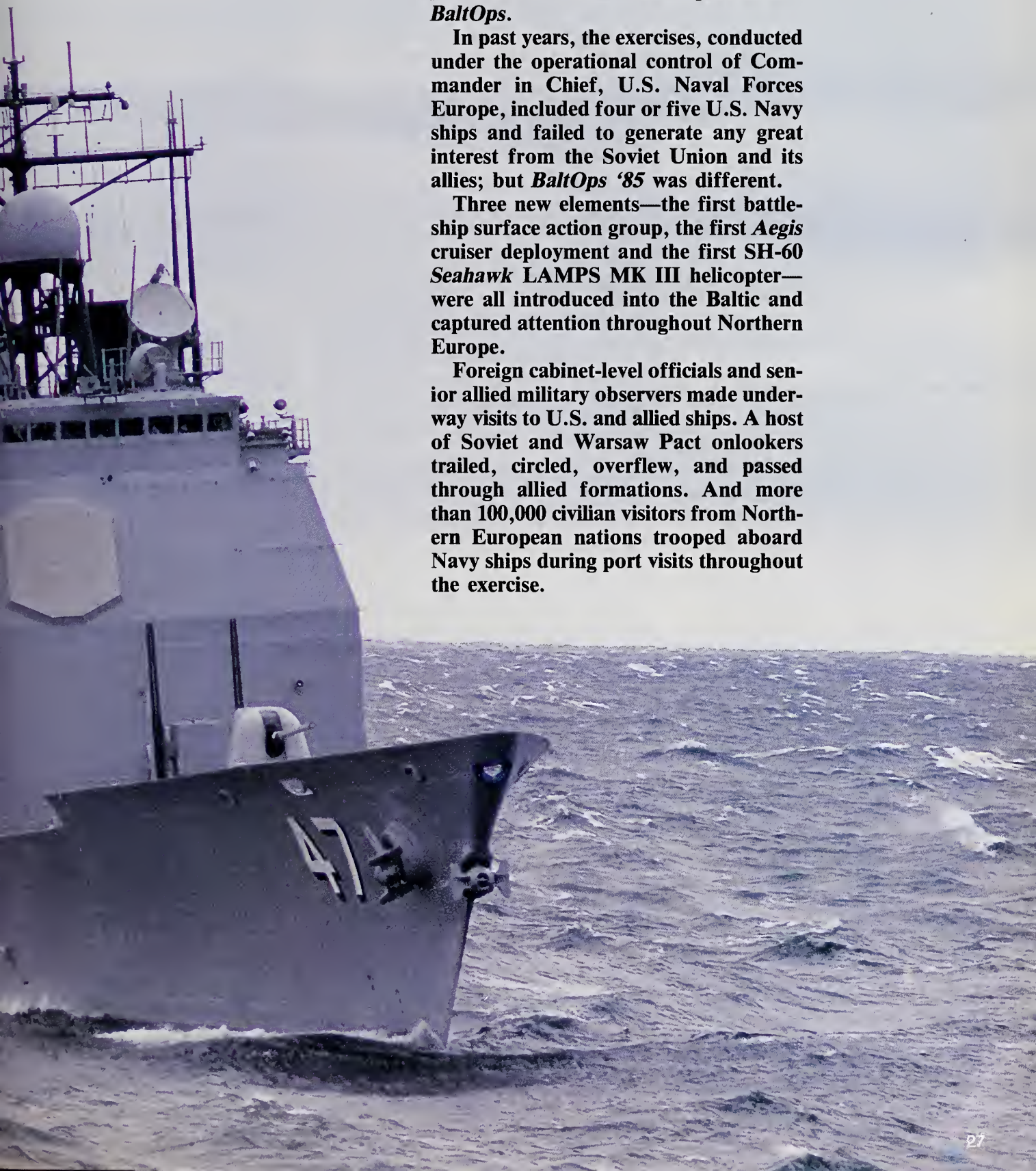


For two decades, the U.S. has frequented the Soviet Union's backyard to conduct Baltic Sea Operations—*BaltOps*.

In past years, the exercises, conducted under the operational control of Commander in Chief, U.S. Naval Forces Europe, included four or five U.S. Navy ships and failed to generate any great interest from the Soviet Union and its allies; but *BaltOps '85* was different.

Three new elements—the first battleship surface action group, the first *Aegis* cruiser deployment and the first SH-60 *Seahawk* LAMPS MK III helicopter—were all introduced into the Baltic and captured attention throughout Northern Europe.

Foreign cabinet-level officials and senior allied military observers made underway visits to U.S. and allied ships. A host of Soviet and Warsaw Pact onlookers trailed, circled, overflew, and passed through allied formations. And more than 100,000 civilian visitors from Northern European nations trooped aboard Navy ships during port visits throughout the exercise.



Into the bear's backyard

The biggest attention getter was the 58,000-ton battleship USS *Iowa* (BB 61), modernized and recalled to active service in 1984 to head up a surface action group. This was the first visit of a modern U.S. Navy battleship and the *Aegis* guided missile cruiser USS *Ticonderoga* (CG 47) to the Baltic.

Other U.S. Navy ships that took part in *BaltOps* '85 were the frigates USS *Pharris* (FF 1094) and USS *Aylwin* (FF 1081), the guided missile frigate USS *Halyburton* (FFG 40) and the oiler USS *Merrimack* (AO 179). P-3C *Orion* patrol aircraft of Patrol Squadron 10, temporarily reassigned from deployment in Iceland, also participated in the exercise.

For the U.S. ships' crews, *BaltOps* came on the heels of another exercise—*Ocean Safari*, where several aircraft carriers and dozens of ships stretched across the Atlantic to practice tactics used to control vital Atlantic supply routes. At the end of *Ocean Safari*, most of the ships returned to U.S. homeports, but the ones detailed to *BaltOps* made visits to ports most Western Pacific and Mediterranean sailors never see—Aarhus, Aslborg and Copenhagen, Denmark; Dublin, Ireland; Oslo, Norway; Goteberg, Sweden and Portsmouth, England.

Early in October, the *BaltOps* ships assembled in the Baltic under the on-scene command of Commander, Destroyer Squadron 14, Capt. Michael E. Fitzgerald. There the U.S. Navy ships were joined by their allied counterparts from the United Kingdom, Denmark and West Germany, as well as aircraft from the Royal Netherlands navy and the NATO Airborne Early Warning Force.

The Baltic, important as a commerce route and as the home of one of the four main Soviet Fleets, has strategic significance as the northern flank of the "peninsula" of Europe. It stretches north and east into the heart of Europe for 1,000 miles. Almost entirely landlocked, and about the size of California, it is surrounded by Sweden and Finland on the north, Denmark, East and West Germany and Poland on the south, and the Soviet Union on the east.

Looking more closely at a map of the eastern shore, one notes the ancient Russian city known today as Leningrad and the nearby Soviet Baltic Fleet base at Kronstadt. And there are the dotted lines delineating the former independent Baltic states of Latvia, Lithuania and Estonia, now swallowed up by the Soviet Union.

Standing a lookout watch in the Baltic can be a bone-chilling experience for any sailor. Even early in the fall, the sea whips into steel gray and off-white to









merge with a gray sky to form a foggy, invisible horizon. Temperatures reach freezing, before the wind chill factor is taken into account, and stand as a reminder that the bulk of the Baltic is usually covered by thick ice during the winter.

On the bridge, officers of the deck and their watch sections must keep track of a rapidly changing surface plot situation. The Baltic is a busy avenue of commerce and a heavily fished body of water with many small islands, rock outcrops and shoals, especially in its shallow southern part—so there is plenty to watch for.







Below decks, in command and control spaces, the surface picture is integrated with an air picture that is thickly laced with commercial air routes—Helsinki to Hamburg; Copenhagen to Stockholm; Oslo to Berlin.

These navigation burdens were eased by the inclusion of the *Aegis* guided missile cruiser *Ticonderoga* in the exercise. According to "Tico" Operations Officer Lt.Cmdr. Tom Bush, "This is the first time in a *BaltOps* exercise that participants have had available to them a complete picture of the air activity. We are showing everyone a 21st Century anti-air warfare picture," he said, adding that the same information was useful in ensuring the safety of all exercise aircraft and civilian planes in the region.

In another dimension, a complete subsurface plot must also be maintained. Heavy, noisy surface traffic, and different water temperatures and salinities conspire with the hard, rough bottom of this shallow sea to make submarines especially hard to locate. And if that's not enough, much of the Baltic's ocean floor is iron ore, which can obscure a submarine's magnetic signature.

In this complex environment, thousands of allied sailors acted out two basic scenarios: one time playing the aggressor role, then later switching to the defense.

It is assumed that in any general war in Europe, Warsaw Pact powers would attempt to seize the islands in the straits leading into the Baltic. They would do so to secure interior lines of communication and to ensure their ships could break out into the Atlantic.

Working on this assumption, one *BaltOps* scenario pitted the aggressors and defenders against each other with sup-

Previous page: Aegis navigation capability made Ticonderoga a key BaltOps player. Pages 28 and 29 Iowa's sunbathed entrance into Kiel harbor contrasted with its night gunnery ops. During port calls in Kiel and Goteberg, visitors strolled decks that had been the scene of LAMPS Seahawks activity.

porting aircraft to defend the choke points at the mouth of the Baltic. In the course of the simulated amphibious thrust, attacking aircraft, fast patrol boats with over-the-horizon missile capability, simulated mines and submarines were encountered and defended against.

Later in the exercise, a Baltic breakout scenario called for one group of ships to play the role of Warsaw Pact units seeking to break through the bottleneck of the Baltic approaches to engage in an Atlantic offensive. Again, simulated mines, missile patrol boats, submarines and aircraft successfully countered the attempt.

One of the most valuable aspects of *BaltOps '85* was the exchange of personnel from the participating nations. Most of the ships took part in a personnel exchange program in which West German, U.S., British, Danish and Dutch sailors, plus a Canadian Forces officer from the NATO AWACS Force, served in various ships of the other participating nations.

These exchanges offered insights into participating allied navies' professionalism.

Canadian Forces Capt. Rob Brown, going to sea in the *Ticonderoga*, 35,000 feet below his squadron mate flying in NATO Airborne Early Warning Forces E-3A AWACS aircraft, said, "It's really great to work with a ship capable of making use of the vast volume of data available from AWACS."

Perhaps of greater importance, a West German sailor became, "my friend Jurgen." His Danish counterpart became "Neils, the fellow I'm going to Copenhagen with when this exercise ends," and so on. A respect that grows from serving together flourished, and with it, trust.

Another valuable aspect of *BaltOps* was the opportunity to exercise new U.S. equipment in the demanding Baltic Sea environment. Lt.Cmdr. Ronald Nasman, operations officer for the two-helo HSL 42 *Seahawk* detachment assigned to *Halyburton*, said, "Lessons we've learned on this deployment under these conditions will be put to good use in determining future changes in the ways we use these helicopters."

For many, the high point of the exercise came on the morning of Oct. 17. As the chilled darkness gave way to a feeble gray daylight, ships of the force maneuvered quietly to take stations on the starboard flank of *Iowa*. Half of the ships fanned out ahead of the battleship, with the rest arraying themselves astern. An East German intelligence-gathering ship steamed through the group, seeking a safe vantage point. A Soviet *Kashin* lurked not much further away.

Overhead, a Swedish Saab *Viggen* fighter put on a low-level demonstration, wave-hopping through the formation, leaping over ships, then flashing on its afterburner as it disappeared.

With all the players in positions, silence settled over the exercise area. *Iowa*'s announcement system could be heard across



Heavy seas and close maneuvering were common during BaltOps. Here Ticonderoga crosses ahead of Halyburton.

the water; a forthcoming gunnery exercise was described for embarked dignitaries.

First a *Phalanx* CIWS—close in weapons system—gun was fired. The gun, designed as a last-ditch defense against low-flying aircraft and missiles, made sounds like a chain saw trying to cut through a steel pipe, and a thousand yards away, the sea was churned by 50 20-millimeter cannon shells striking in a single second.

Then a 5-inch, 38-caliber gun mount fired several times. The sharp bark of the guns was even louder than the *Phalanx*, and the flash and smoke was more impressive.



Finally a forward 16-inch turret was swung ponderously to starboard. Certain visiting "experts" were overheard to suggest, "The 16-inch gun really isn't supposed to be that bad. I've heard it doesn't have a sharp bark like the 5-inch 38."

The first 16-inch round indicated they might just be wrong. As the single projectile exploded out of the gun—taking with it more steel than it takes to make a compact automobile—it was distinctly louder and more awesome than a 5-inch gun.

After each of three rounds, a yellow-brown cloud arose, and an audible blast of compressed air caused a white plume to spout from the barrel.

Finally all three of the massive turrets, each weighing as much as a World War II destroyer, swung to starboard.

All nine 16-inch guns and six 5-inch guns erupted simultaneously in a battleship broadside. Witnesses hundreds of yards distance experienced waves of sensation: an ear-numbing explosion, a hammering compression wave, and an intense blast of heat, much as one gets from snatching open an oven.

Although the excitement of a full battleship broadside could not be sustained throughout the exercise, the overall pace of *BaltOps* never slackened. Between major evolutions, subsets of the larger plan—or serial—were carried out. Each smaller serial presented various combinations of ships with a variety of problems. This part of the exercise gave individual ship commanding officers a chance to assume the role of tactical command of a multinational group, an important goal of interoperability training.

Wars are so often associated with adverse weather conditions and darkness that it was perhaps fitting that the sun rose in an intensely blue sky the morning the exercise ended.

Steaming into Keil, West Germany, aboard his flagship *Ticonderoga*, Destroyer Squadron 14 Commodore, Capt. Michael Fitzgerald, related his observations of *BaltOps '85*, its lessons and its successes.

"The Baltic Sea is narrow and shallow. Its waters are very confined and very different from the open seas of the Atlantic," he said.

"We saw demonstrations of, and participated in, submarine hunting tactics against very small, very quiet diesel subs in shallow water. They were not easy to find under those (environment) circumstances, even with the professional assistance of British *Lynx* and LAMPS MKI and MKIII helicopters."

Another unusual element was over-the-horizon missile attacks simulated by Danish and West German fast patrol boats. "Mixed in with fishing boats, navigation aids, and under the cover of darkness and weather, they're awfully tough to find and neutralize," Fitzgerald said.

He praised the professionalism of allied ships and men and said they reflected techniques and skills fully comparable to those of their U.S. counterparts. He was especially complimentary of the aerial gunnery demonstrated by a West German unit that scored on 15 of 16 shots at a towed aerial target sleeve.

Capt. Gerald E. Gneckow, commanding officer of *Iowa*, said of *BaltOps '85*, "Not only does the exercise demonstrate the freedom of the Baltic as an international sea, but it is a demonstration of support for U.S. allies in the area."

BaltOps '85 concluded with a final round of port visits, U.S. sailors by then feeling less as if they were visiting foreign countries and more as though they were just unwinding with new and good friends. In all the countries visited, only one problem was voiced: "It was hard keeping up with how much of their money equaled how much of ours," one petty officer said.

And to think that tourists pay thousands of dollars to experience the same "trouble." □

Dooley is assistant public affairs officer, CinCUSNavEur; Egnor, a reservist, spent his two-week active duty time on the BaltOps *exercise.*

Keeping them

It isn't easy to awe naval aviators. Catapult them into the wild blue yonder at ungodly speeds, and they love it. Make them land on the pitching flight deck of an aircraft carrier, and they barely flinch. But send them on a tour of a Naval Air Rework Facility and watch their jaws drop.

"We started giving tours to maintenance officers, chiefs and repair crews, so they could see what was happening with their aircraft," said one NARF employee. "Pilots and squadron commanders are always surprised at how far we actually take the aircraft down. We take them all the way down to parade rest."

In an operation similar to shipyard overhauls, rework facilities take the sophisticated aircraft that aviators hold so dear to their hearts, strip them of their sexy facades and expose them for what they truly are—delicate webs of ultralight metals, miles of wire and an intricate network of complex avionics that straddles a fine line between aeronautical theory and actual flight.

"If you watch a surgeon at work, you get a whole new perspective on the human body," said Cmdr. Thomas Giardina, a pilot who is the current production officer at NARF North Island, Calif. "It's the same thing with an airplane. When you go out on the production floor and see one taken down that far, you become aware of all the dedicated people and the various skills and trades that have to be coordinated to keep those airplanes flying."

A series of pit stops at rework facilities is what keeps Navy aircraft flying. In addition to major repairs, the aircraft also receive modifications that have been developed to improve performance and safety. It takes time and money, but the payoff speaks for itself.

A new F-14 costs the Navy about $38 million. The Navy spends an additional $1.8 million to overhaul these aircraft, about every five years. By doing so, the Navy is able to keep them fully operational and mission-capable for about 6,000 flight hours, or about 20 years—sometimes longer.

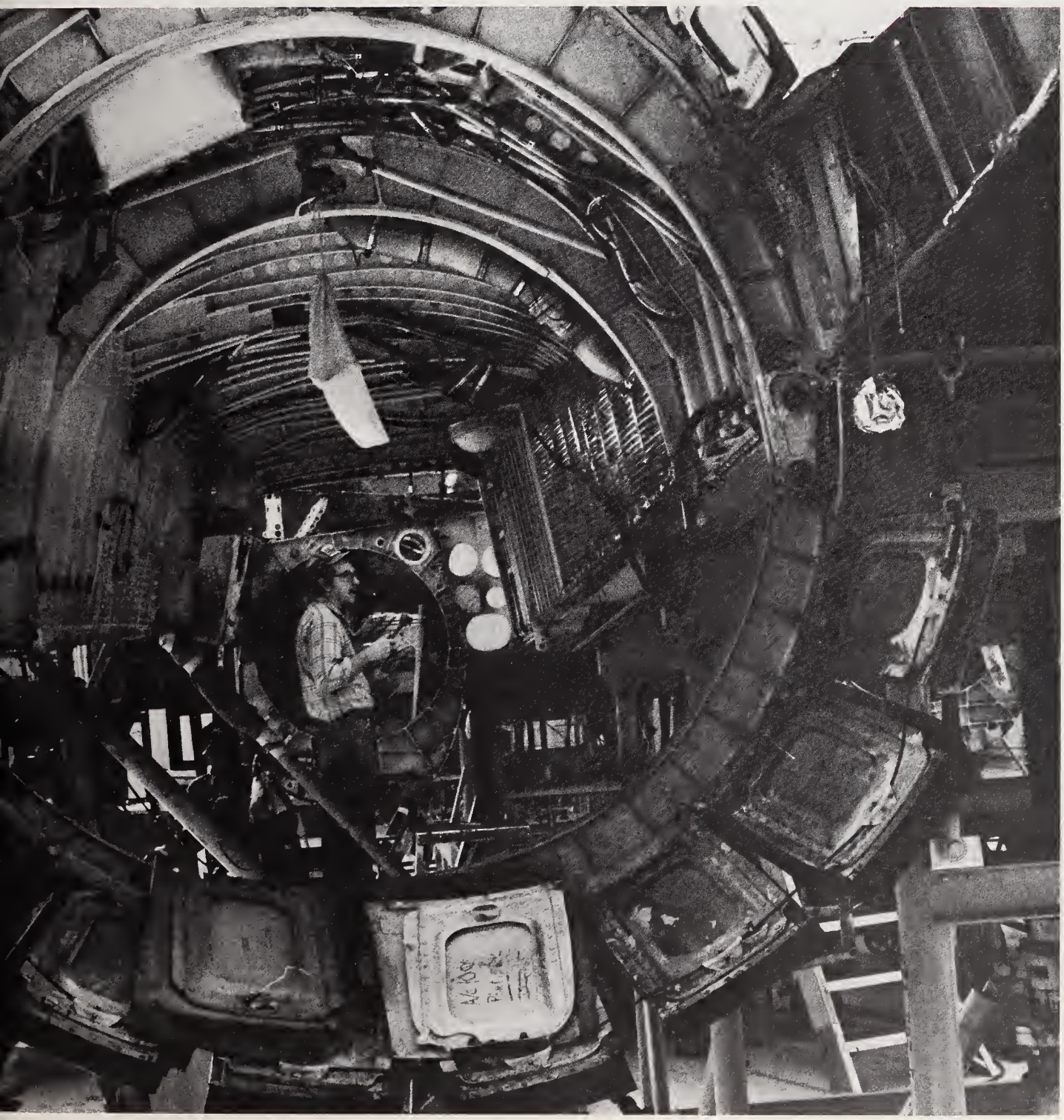
NARF North Island, the Navy's largest rework facility, handles four major lines of aircraft—F-14s, E-2Cs, F/A-18s and H-46 helicopters. A sprawling 362-acre industrial complex on Coronado Island in San Diego Bay, the North Island facility operates on a $380-million budget, including an annual payroll of $167 million. Excluding county government, it is





Last year, NARF North Island took 134 of the most complex aircraft in the world and made them better—by turning them inside out.

IN THE AIR



the third largest employer in the San Diego area, behind only General Dynamics and Pacific Bell Telephone Co.

The workforce of 5,200 is made up mostly of civilians, who average 12 years experience in 52 skills. These people perform a wide range of engineering, calibration, manufacturing and repair services—services that not only keep the Navy flying, but also make the best use of taxpayers' money.

When the Navy needed a special part to repair rotors on its H-53 helicopters, North Island tooled up faster than civilian industry, and was manufacturing 12 precision parts a day. In another case, a civilian manufacturer wanted $2 million to repair the titanium structure on F-14s. The rework facility spent $84,000 on specialized welding equipment and did the same job in-house.

NARF North Island doesn't limit its services to the aviation community. Field teams are sent throughout the United States, overseas and aboard deployed ships where their tasks range from repairing catapult and arresting gear to changing main propulsion engines in gas turbine-powered ships.

The ability of NARF employees to get the job done came as a pleasant surprise to Giardina. Before coming to the facility, he had heard horror stories about the perils of working with Navy civilians—unaffectionately called "sand crabs" in the fleet. When he arrived at North Island, he discovered that most of what he had heard was untrue. He quickly gained a sense of trust for the professionalism of the artisans and the other people at NARF North Island who prepare aircraft for flight.

"When you're in the military you tend to judge people by appearances—the guy's got to have a good haircut and look like a real clean-cut guy," said Giardina. "Well, you oughta see some of the people down on *this* production line.

"I remember the first time I saw this one guy. He looked like a Hippy," recalled Giardina. "But after I got to know the guy, watched him work, and flew in several of his airplanes, my respect for him got to the point where if he was the person who signed for it, I just knew everything was going to be right. He had 25 first-flight-sells (an aircraft that has "zero defects" when it is test flown for the first time following rework). I learned to trust him totally. If he said the plane was good, I believed him."

It's hard not to believe in the people who work at North Island. Some have as many as 40 years experience working on high-performance aircraft. Still, looking at dozens of stripped fighters along the disassembly line, their vital systems spread throughout the facility's 77 buildings, it's hard to imagine—especially for an aviator—that they will ever fly again.

As Giardina explained it, once a pilot realizes the complexity of the rework process, he is apt to worry more about whether everything was put back properly.

"I couldn't believe that for three and a half years I had been flying around in an aircraft that once looked like that," said Lt. Mark Williamson, a naval flight officer who flies backseat on F-14s. "It's a real confidence builder, seeing an aircraft all torn down and then getting out there and flying in it."

NARF North Island goes to great lengths to ensure that the faith naval aviators have in them is well placed. Part of the quality assurance program at the facility requires that every nut, bolt and screw that comes off an aircraft must be accounted for, so they are tracked every step of the rework process. When you consider that the computerized listing of the parts removed from an F-14 during





Every part of an aircraft, no matter how large or small, can be removed and reworked at NARF.

rework is about 9 inches thick, it becomes clear how massive an undertaking the rework process is.

Aircraft rework is big business, and it is not all performed at the shop level. Navy rework facilities operate under the Navy Industrial Fund concept. They do not receive an allotted amount from Congress each year. Instead, they bid on work and charge their customers for the manpower, parts and overhead needed to get the job done. It takes a lot of savvy to make such a system work.

"We are like a business, but our goal is to break even," explained Lt.Cmdr. Mike Kalas, the facility's resources and financial officer. "We have no money to burn. We have to be efficient."

But efficiency is sometimes misunderstood. When an aircraft is sent in for rework, some members of the aviation community expect it to look like it just rolled off the showroom floor when they get it back. What they get, however, is what they paid for.

"The aircraft aren't gold-plated when they come out of here," said Kalas. "We spend the money to make them functional—we don't try to make them pretty." He went on to explain that emphasis at a NARF is on making sure the important things get done. Anything discovered during the rework process that threatens the safety or performance of the aircraft is fixed without question.



Foresight, as well as efficiency, is needed to make a rework facility work in harmony with the fleet. These facilities must be able to respond to every trend and technological advance in the aviation industry. The first aircraft to roll into North Island's hangars for rework had cloth "skin." Now, only 67 years later, high-performance aircraft are made of exotic substances like titanium and graphite composites. To keep pace, rework facilities begin planning for an aircraft at the earliest stages of the acquisition process. NARF North Island operates on a 10-year developmental plan.

"When the Navy first decided to buy F/A-18s in 1975, we knew we would have to have a composite repair facility by the time the aircraft started coming in for rework," says Gene Severino, director of the facilities operations and planning division.

That early planning lead to the recent opening of a $20 million composite repair facility, the first of its kind in the Department of Defense. North Island is now the Navy's principal repair point for the F/A-18. The facility continues to update other aspects of its technology in preparation for the Navy's eventual transition from F-14s to F/A-18s and any other aircraft in the Navy's future.

In addition to equipment, rework facilities must also determine the skills that will be needed to meet future demands—how many to hire and when. Because the facility is on the leading edge of aviation repair technology, it is often difficult to find the skills to match the demands of the technology. In many cases, NARFs are able to pick up talented people who leave the Navy in favor of civilian employment.

"When we lose people from the Navy who then go to work at a NARF, we're not really losing people—they're just transferring their knowledge, which helps everybody," said one aviator. In other cases, according to Severino, rework facilities have been forced to "grow" their own skills. Tony Cruz is an example of that cultivation.

Cruz grew up just outside the facility's gates at North Island and came to work there shortly after serving a hitch in the Air Force. He started out as an aircraft mechanic apprentice and later became the first F-14 crew leader when the aircraft began arriving at the facility in 1976. Cruz has worked with F-14s ever since and he knows them inside out. He is now the acting F-14 program manager.

"It takes 177 working days, or about nine months, to put an F-14 *Tomcat* through a rework," said Cruz, who tracks each aircraft every step of the way. "It wouldn't be so bad if you had only one aircraft, but trying to keep 24 of them in the green . . . ."

During the rework period, everything is on an intricate timetable. Scheduled maintenance must be performed, as well as countless inspections and repairs of unscheduled items. The aircraft is gone over with a fine-toothed comb to ensure that everything from hairline cracks in a fuselage to faulty bearings is discovered and repaired before the aircraft is returned to the fleet.

Despite all the planning and hard work they put into Navy aircraft, rework facility workers feel they suffer from an image problem in the fleet.

"You always get that odd airplane that's got something wrong with it when it gets back to the fleet. And people tend to remember the one that was wrong," said Giardina. "That's why communication is such a big thing. Sometimes you're putting out something that's making a guy unhappy and you don't even know it. If you knew it, you could change it."

The people at NARF North Island understand and are proud of their role in naval aviation. And although the rework process isn't perfect yet, they can rest on the fact that their facility returned 30 F-14s, 27 E-2Cs, 48 H-46 helicopters and 29 F/A-18s to service in the fleet last year. The process may not be perfect, but they've impressed a lot of pilots along the way. □

—Story and photos by JO1(SW) E. Foster-Simeon

Bearings

Benefits for former POWs

More than half of the 142,227 U.S. servicemen and women who were held captive by enemy forces during four periods of conflict dating back to 1917 are alive today, according to the Veterans Administration.

The VA has made special outreach efforts to ensure that the more than 83,000 former prisoners of war (79,000 over 65) are aware of their benefits.

Legislative changes in 1981 and 1984 eased requirements for former POWs to establish service connection for certain disabilities. Veterans who were interned 30 days or more can be determined to have disabilities, presumed to be service-connected, from certain diseases.

The law says that military medical records do not cover periods of incarceration, but there must be some medical evidence relating an individual's present condition to the period of military service.

Treatment is available at VA's 172 medical centers and 226 outpatient clinics nationwide. Treatment in non-VA facilities at government expense is not authorized unless the veteran has received prior approval. The recent 3.1 percent cost-of-living rate adjustment increased monthly payments to $1,335 for a veteran with 100 percent disability. The 50 percent rate was increased to $388. Veterans rated at 10 percent now receive $68 monthly.

Veterans rated at 30 percent or more qualify for a dependency allowance. Dependents of veterans rated 100 percent may qualify for educational assistance. Widows of veterans who rated 100 percent disability for 10 years before their death are eligible for dependency and indemnity compensation, as are widows of veterans whose deaths were service-connected. Amount of payment is based on the veteran's highest military grade.

Compensation entitlements apply to all service-connected disabled veterans and not just former POWs.

VA facilities have designated employees to coordinate benefits and services for former POWs. Additionally, a national toll-free hotline is available 24 hours a day: (800) 821-8139. ■

Concept shops for Navy Exchanges

Navy Exchanges will feature "concept shops"—new specialty fashion shops—with its spring fashion line. Included in the concept shops program will be women's petite and full-figure sizes and a specialized young men's shop for those in the mid-twenties and under age range, with looks that are trendy and "in".

Women's petite and full-figure shops will be in selected Exchanges worldwide. With many name-brand and top designer fashions ranging from Cherokee, Ship 'n Shore, Lady Devon, and Lady Manhattan to Evan Picone, Gloria Vanderbilt, Liz Claiborne, and Lloyd Williams.

The young men's shops will feature the "Miami Vice" look and will show the latest fashion trends and feature clothing labels such as Ocean Pacific, Pier Connection, Union Bay, Surf Line, and Generra. Young men's shops will be introduced in Exchanges at Naval Stations Charleston, S.C., Mayport, Fla., Norfolk, Va., San Diego, at Naval Air Station Alameda, Calif., and at Naval Training Center Great Lakes, Ill.

The move toward specialty fashion areas began in the early 1980s in Navy Exchanges and the development of concept shops is an enhancement of that program. Big and Tall Men's Shops have been tested for the past year at Naval Amphibious Base Little Creek, Va., and Naval Station Miramar, Calif, and this specialty area will be expanded this fall. ■

Ships' deck logs

The official logs for Navy ships in service before June 1945 are being stored in the National Archives in Washington, D.C.

Every U.S. Navy ship keeps an official log—an hour-by-hour record of operations and activities and people. Visitors can look up a ship's role in some major world event or search for the day a Navy ancestor or living relative reported aboard. For a small fee, photo-copies will be made.

The Archives will issue research permits at the door to grant access to ships' logs. ■



Photo by JO2 Rhonda A. Vinzant

Lt. Mary L. Ritz, a dentist aboard USS Acadia (AD 42), shows off the Norma Batchelder Award she received in February. The award is presented annually to individuals who show exceptional community service in San Diego. Ritz has been active in the American Heart Association, the American Red Cross, the North County Emergency Cardiac Care Unit, and an instructor trainer in basic life support which includes CPR—cardiopulmonary resuscitation.

Community service has been recognized by the Chief of Naval Operations as an important aspect of personal excellence in the Navy. ■

Job-related trivia

What did J. Robert Oppenheimer, chief scientist of the Manhattan Project, say after the Hiroshima and Nagasaki bombings?

What two materials may be used to seize nylon rope ends?

What is RDX—a chemical mixture of different explosives—coated with?

How thick should a drum's concrete liner be when packaging contaminated materials?

If you can answer these questions, chances are you're well-versed in the nuclear weapons field and rate with the experts in a new game—"Pursuit of Excellence".

The game, created by Senior Chief Weapons Technician Arnold K. Jorgensen, an instructor at Nuclear Weapons Training Group, Pacific, NAS North Island, Calif., is used as a nuclear weapons training aid.

"I thought it would help make better and more qualified sailors if learning was tied in with a game," he said. The game originally was designed as an aid for a nighttime study group of E-6s going up for advancement. It attracted so much enthusiasm that Jorgensen developed questions for all levels of training.

The object of the game is to complete a Western Pacific cruise and collect five tokens by answering nuclear weapons-related questions. The game board is a color map of the Pacific Ocean with routes charted to various ports. Players can start at any port they wish and move their ships in any direction along the routes. The game is designed for three skill levels: basic for paygrades E-2 through E-5, advanced for E-6 through E-7, and expert for E-8 through E-9. Up to 14 people can play the game at the same time, and skill levels can be mixed in any game.

"There's a lot of personal competition. We've really had some people going—digging out references and everything. If an instructor misses a question in his particular specialty, he gets ragged about it. No instructor misses a question a second time," Jorgensen said.

Many questions for the game came from a personal study guide that Jorgensen developed for 14 years, questions he has collected ever since he decided to strike for gunner's mate technician. He also uses nuclear weapons manuals for questions.

"I've been writing questions (for the game) for two years, and I'm by no means finished," Jorgensen said. "Most of the instructors here also have contributed to the game in one way or another.

"The game was specifically designed for gunner's mate technicians and the newly-created weapons technician ratings. Gunner's mates (missiles) who work on nuclear capable systems also can compete (in the game)," Jorgensen said.

"Similar games could be developed for other ratings. All it would take would be to write new questions."

The game, copyrighted since November 1985, is jointly owned by Jorgensen and the Navy, but it is not certain what they will do with the game. "We'd like an initial printing of 300 games to go to the fleet," Jorgensen said. "Navy Publications and Printing can do it, but funding



is another matter. To use the game as a training aid within the school is one thing, but mass production for Fleet-wide distribution is another."

If all goes well, perhaps one day the Fleet will have "Pursuit of Excellence" tournaments.

And for the answers to the questions?

"The physicists have known sin," said J. Robert Openheimer after the bombings of Japan.

Black electrical tape or nylon twine is used to seize nylon rope ends.

Beeswax is the coating on RDX.

The necessary thickness for a drum's concrete liner when packaging contaminated materials is 2.5 to 5 centimeters. ■

—Story by JOC Patricia E. Neal, NTC San Diego, Calif.

NRL develops new antenna coating

A team of scientists from Naval Research Laboratory, Washington, D.C., has developed a fluorinated coating for naval antenna housings aboard ships. The coating, superior to that now used, sheds water more rapidly and retains its water-resistent capability after prolonged weathering.

The new coating was developed by Robert F. Brady, James R. Griffith, Lary Kraft and Donald Field, a former NRL employee.

In a field test, a ship's full antenna housing was coated in December 1984. After more than a year, the coating is outperforming the epoxy coating now used. As a result, four more antenna housings have been painted with the fluorinated coating and are in service at sea.

When antenna housings get wet with rain or seawater, transmitting and receiving signals are diminished. This can interrupt or severely limit a ship's communications until the housing surface dries. ■

Mail Buoy

MiG chasing

I enjoy *All Hands* and believe that it performs a valuable service for Navy members and is probably a good recruiting tool as well. In order to help you to maintain the high quality of your magazine, I feel that I should bring something to your attention.

The article "From marathons to MiG chasing" from the November 1985 issue attracted my attention. As a naval aviator and a reservist, I am happy to see such material published. However, it distresses me to see an article which has several confusing elements of fact.

Tom Stewart is described twice as a flight officer and once as a pilot. The photograph depicts him on the pilot's step of an *Intruder*. For your information, "naval aviator" is the correct term for a pilot in the Navy, Marine Corps or Coast Guard. A naval flight officer is not a pilot. In the case of an A-6 *Intruder*, he is known as a bombardier navigator. Several Navy publications are lately mixing these terms indiscriminately, to the detriment of journalistic credibility and to the chagrin of many of us naval aviators.

I doubt that VF 0686 has *Intruders*. You probably really meant to print VA 0686.

Finally, Lt.Cmdr. Stewart's interception of a Russian MiG in the Arabian Sea seems to be such a rare event that it would warrant a major article by itself. More likely, the Russian aircraft was a *Bear* long-range patrol/reconnaissance plane. Did you use *Mi*G just to go along with *M*arathon for a catchy title?

The journalistic community would save itself a lot of grief and reader rebuttals if it would adopt a common practice of calling someone in the know and reading to him a draft of proposed articles before going to press.

—Cmdr. Norman W. Birzer

• *We received our information from a Navy information office and have passed your observations along to them. For the record, the squadron in question was VA 0686 and Lt.Cmdr Stewart is a flight officer. The photographer posed him on the pilot's step for lighting purposes. During his tour aboard* Independence, *Tom Stewart intercepted Iranian F-4s, Russian* Mays *and Russian* Bears. *It was not until his most recent tour, with USS* Saratoga *(CV 60) in March 1986, that he intercepted Russian-built MiGs (of the Libyan Air Force.)—ed.*

Time and distance

In reference to the February 1986 article "Where time begins," the statement "consider that at the equator four minutes equal one degree of longitude (68 miles)"—I hope that was a misprint. The fact is there are 2025.37182852 yards to a nautical mile, and when expressing distance in relation to longitude, you should use nautical miles as a standard.

One degree of longitude is 60 nautical miles. To convert from nautical miles to statute miles, multiply statute miles by .87.

It makes it hard when we teach our students in a classroom that one degree is 60 nautical miles, and then have them go on a break and pick up *All Hands* to read that it is "68 miles." There is some distortion at the equator, but (only) so much that a ship sailing 180 nautical miles on a chart will actually only go 179 nautical miles.

—QM1 Frank W. Dazey, NTC/SSC QMA School, Orlando, Fla.

Correction

The story "Mercy comes on line," page 27 of the March 1986 *All Hands* issue, was written by JO2 Barry Seymour of the Navy Public Affairs Center, San Diego.

Reunions

• **USS Lark AM 21 (ATO 168)**—Reunion June 12-15, 1986, Albuquerque, N.M. Contact Kenneth F. Marsh, 5330 South Sherman, Littleton, Colo. 80121; telephone (303) 781-5929.

• **USS Amsterdam (CL 101)**—Reunion June 17-20, 1986, Amsterdam, N.Y. Contact Bob Tripp, 26 William St., Hornell, N.Y. 14843.

• **USS Whitehurst (DE 634)**—Reunion June 19-21, 1986, Knoxville, Tenn. Contact Jon W. Shaver, 104 N. Oxalis Dr., Orlando, Fla. 32807.

• **Jonathan M. Wainwright School**—Reunion June 21, 1986, Dallas. Contact Joy Harper Bryant, 7240 Wabash Ave., Dallas, Tex. 75214; telephone (214) 327-7894.

• **USS PCS 1389**—Reunion June 27-29, 1986, Norfolk, Va. Contact Leonard Tampone, 99 E. 7th St., Deer Park, N.Y. 11729; telephone (516) 667-6184.

• **NMCB 9**—Reunion June 28, 1986, Port Hueneme, Calif. Contact V.V. Rebinskas, 1541 Park Ave., Port Hueneme, Calif. 93041.

• **USS Patterson (DD 392)**—Reunion June 29-July 4, 1986, Philadelphia. Contact Jack Slack, 6 Dogwood Lane, Lincroft, N.J. 07738; telephone (201) 842-9322.

• **USS McGowan (DDG 78)**—Reunion July 11-12, 1986, Cincinnati. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905.

• **USS Diphda (AKA 59) World War II Veterans**—Reunion July 1986, Providence, R.I. Contact Tom Coogan, 12185 Ford Line, Southgate, Mich. 48195.

• **USS Melvin (DD 680 or DD 335)**—Reunion July 18-20, 1986, Hibbings, Minn. Contact Henry Rosypal, 316 E. Vine St., Millville, N.J. 08332; telephone (609) 825-0280.

• **Task Group 77.4.3 (Taffy III) Samar, Philippines 1944**—Reunion July 18-20, 1986. Contact Dick Nichols, 216 Taft Ave., Endwell, NY 13760.

• **UDT/SEAL**—Reunion July 18-20, 1986, USNAB, Little Creek, Va. Contact Fraternal Order of UDT/SEAL, P.O. Box 5365, Virginia Beach, Va. 23455.

• **USS Idaho (BB 42) Association**—Reunion July 23-26, 1986, Tacoma, Wash. Contact Dave Graham, P.O. Box 11247, San Diego, Calif. 92111.

• **USS Ranger (CV 4)**—Reunion July 25-26, 1986, Lancaster, Pa. Contact George Pyle, 8629 Oakleigh Rd., Baltimore 21234; telephone (301) 668-0260.

• **USS American Legion (APA 17)**—Reunion Aug. 28-30, 1986, Boston, Mass. Contact John N. Zuella, 6026 Ketchum Ave., Newfane, N.Y. 14108; telephone (716) 778-8034.

• **USS Eaton (DD 510)**—Reunion Aug. 7-11, 1986, Coralville, Iowa. Contact Barbara Gorvin, R.R. 1, Box 165, Oxford 52322; telephone (319) 628-4925.

• **VAQ 33 Connie Crew**—Planning a reunion, summer 1986. Contact Bryan L. Runion, 695 Kurtz Road., Marietta, Ga. 30066; telephone (404) 952-7524.

• **USS Karnes (APA 175)**—Planning a reunion. Contact Edward S. Quinn, 2412 Woodcroft Road, Baltimore, Md. 21234.

• **USS Gen. W.A. Mann (AP 112)**—Planning reunion, fall 1986, for crew members who served between 1943-1966. Contact Gerald J. Bligh Jr., 54 Fernview Ave., North Andover, Mass. 01845; telephone (617) 685-1628.

• **USS Bradford (DD-545)**—Planning a reunion, fall 1987. Contact Verne Bergeson, Secretary-Treasurer, USS *Bradford*, P.O. Box 491, Hartland, Minn. 56042.

3

Navy Rights & Benefits



Pay and Allowances

Pay and Allowances

Military compensation is composed of pay, allowances, retired or retainer pay, and benefits such as medical care, commissary and exchange privileges and leave. This article will cover only active duty pays and allowances which consist of Regular Military Compensation (RMC), special and incentive pays and other allowances.

Each element of the entire military compensation package is authorized by specific legal authority, generally in Titles 37 and 10 of the United States Code. These elements are either legal "entitlements" earned by the member or are discretionary under the law, meaning that the Secretary of the Navy has the option to determine the amounts and conditions of payment. Most bonuses, because they are generally designed to address specific manning or retention and incentive pays, are discretionary. Whereas all elements of "pay" are fully taxable, most allowances are not because they are treated in principle as reimbursements for certain expenses (housing, subsistence, travel, etc.).

RMC is important for two reasons. First and foremost, RMC is considered the equivalent of a military "salary," applicable to all members of the uniformed services. Secondly, RMC is the basis for comparing the levels and adequacy of military with civilian pay levels. The elements of RMC are basic pay, basic allowance for quarters (including the variable housing allowance authorized for members living in high cost locations), basic allowance for subsistence and the tax advantage which accrues because of the non-taxability of these allowances.

Basic Pay

Basic pay varies according to a member's paygrade and time in service. The amount is prescribed by law. Navy people receive longevity increases at various times throughout their careers.

Each member's annual salary is divided into 12 equal installments, one-half of each installment payable on the 15th and the other on the 30th of every month. Each installment represents the pay for one calendar month. The daily rate is one-thirtieth of the monthly rate.

The allowances which make up the rest of RMC are Basic Allowance for Quarters (BAQ), Variable Housing Allowance (VHA), and Basic Allowance for Subsistence (BAS). By tradition, custom and law, the government provides service members with quarters and subsistence. When quarters and subsistence are not provided, a monthly allowance may be paid to the service member to help meet the cost of those needs. In almost all cases, eligibility for allowances and special and incentive pays is first contingent on eligibility for basic pay. Thus a member not entitled to basic pay is generally not entitled to any other pays or allowances.

Basic Allowance for Quarters

A member is entitled to BAQ when adequate government quarters are not available or assigned to the member and his/her dependents, if applicable. The amount of BAQ varies with paygrade and dependency status. BAQ rates for fiscal year 1985 were realigned to reflect 65 percent of the national median housing costs appropriate for a member's paygrade and dependency status. For fiscal year 1986, this formula was temporarily abandoned in favor of a 3 percent across the board pay raise effective Oct. 1, 1985.

The BAQ entitlement for service-married couples (ie. two service members married to each other) is extremely complex. Because the law prohibits a service member from being considered a dependent for allowance purposes, each member of a service-married couple is considered "single" (a member without dependents for BAQ purposes) in the absence of other qualifying dependents (children, parents, etc.). In this case, each member is entitled to BAQ in his/her own right.

For service-married couples with dependent children (whether by the current or a former marriage) the Comptroller General of the United States has ruled that, unless separated by military orders, only one member may receive BAQ at the "with-dependents" rate. The other will be considered a member without dependents for BAQ purposes. The rationale behind this decision is that the natural children of one member of a service member marriage are also eligible to be considered dependents (stepchildren) of the other member; hence, the Comptroller General has determined that all children will be considered the dependents of only one member of the service-married couple. This applies regardless of the location of the dependents. However, when the two service members are separated by military orders, each member may be eligible for BAQ at the "with-dependents" rate in his/her own right, if he/she has dependent children from a former marriage.

The law also permits a member without dependents who is in paygrade E-7 or above to elect not to occupy government quarters appropriate for his/her grade and receive a BAQ and VHA, if appropriate. This includes shipboard quarters. Eligible members who elect to not occupy shipboard quarters can now retain private quarters and receive BAQ for the entire

Basic Allowance for Quarters (Effective Oct. 1, 1985)

Paygrade	Without Dependents	Partial Rate	With Dependents
O-10	553.50	50.70	680.70
O-9	553.50	50.70	680.70
O-8	553.50	50.70	680.70
O-7	553.50	50.70	680.70
O-6	507.90	39.60	617.40
O-5	479.40	33.00	568.80
O-4	439.50	26.70	519.90
O-3	355.80	22.20	433.50
O-2	286.50	17.70	371.70
O-1	245.70	13.20	333.30
W-4	402.90	25.20	467.40
W-3	340.20	20.70	418.20
W-2	306.00	15.90	390.90
W-1	258.90	13.80	340.80
E-9	324.90	18.60	442.80
E-8	300.90	15.30	412.50
E-7	256.80	12.00	383.70
E-6	228.00	9.90	348.00
E-5	210.90	8.70	309.30
E-4	183.00	8.10	267.30
E-3	177.60	7.80	245.70
E-2	150.90	7.20	245.70
E-1	137.40	6.90	245.70

duration of deployments. Members in paygrades E-6 and below assigned to shipboard sea duty and without dependents are presumed to be assigned to adequate quarters and are not entitled to BAQ.

A partial rate of BAQ is payable to members (without dependents) when they are assigned to government quarters; this is in order to not penalize them for reallocation of basic pay increases into BAQ.

Variable Housing Allowance (VHA)—A Variable Housing Allowance is paid to service members residing in certain high-cost areas in the continental United States, Hawaii and Alaska. VHA is usually based upon the service member's paygrade, dependency status, and duty station location. The Secretary of the Navy has the authority to pay VHA based on location of dependents in certain circumstances. VHA rates are established based upon service members' reported housing expenses in the VHA survey. These expenses include rent (or rental equivalency for homeowners), insurance, utilities and maintenance expenses. The accuracy of the rates for VHA depends upon the data received from service members in the VHA survey. VHA is paid in a locality when the Local Median Housing Cost (LMHC) exceeds 80 percent of National Median Housing Costs (NMHC). The BAQ is designed in concept to represent 65 percent of NMHC while the member pays (out of pocket) an amount equal to 15 percent of NMHC.

VHA Offset—On March 1, 1986, the VHA Offset program became effective. As directed in the FY 86 Authorization Act, the member's housing allowances for BAQ and VHA will be compared to the member's housing expenses. If the allowances exceed the expenses, the member's VHA will be reduced by an amount equal to one-half of the difference not to exceed the total VHA. All VHA may be lost but no BAQ can be lost.

Special and Incentive Pays

Special and incentive pays are additions to the RMC to compensate members for acquiring and/or possessing certain skills or performing duties considered unusually arduous or hazardous. Special and incentive pays are taxable, and normally paid monthly, although most bonuses are paid on an annual basis. A rundown for the more common special and incentive pays follows.

Optometrists, Veterinarians—These officers receive a special pay of $100 monthly, provided they are on full-time active duty for a period of at least one year.

Physicians—Depending on their particular medical specialty, these officers may receive up to four different special pays when they serve on active duty for a period of at least one year. All physicians receive a monthly variable special pay at rates from $1,000 to $10,000 per year, depending on years of creditable service. If the physicians possess a medical specialty in which they are board certified, they are entitled to an additional monthly pay at the rate of $2,000 to $5,000 per year. Medical officers who executes an agreement to extend for a period of one year are entitled to additional special pay in the amount of $9,000 or $10,000 if they have 10 or more years of creditable service. If they possess a skill designated as critically undermanned, they may receive up to an additional $8,000 as an incentive for executing a one year extension agreement. Payments for one year extension agreements are made annually at the beginning of the agreement.

Dentists—The FY 86 DoD Authorization Act established a dental officer special pay structure similar to that of physicians. All dental officers are entitled to receive a monthly variable special pay at rates from $1,000 to $6,000 per year depending on the years of creditable service. If they possess a specialty in which they are board certified, an additional monthly payment at annual rates from $2,000 to $4,000 is authorized. A dental officer who executes an agreement to extend for at least one year is entitled to a lump sum payment of additional special pay in amounts ranging from $6,000 to $10,000, depending on years of creditable service.

Foreign Duty Pay—Foreign duty pay is payable to enlisted members assigned to duty at specified places outside of the continental United States. The list of such duty stations is lengthy; a copy is in the Military Pay and Allowances Entitlement Manual. Foreign duty pay is not authorized for Navy people who are residents of Alaska, Hawaii, United States possessions, or foreign countries during any period they are serving within that locality.

Monthly Rate of Payment for Foreign Duty

E-9	22.50	E-6	20.00	E-3	9.00
E-8	22.50	E-5	16.00	E-2	8.00
E-7	22.50	E-4	13.00	E-1	8.00

Career Sea Pay (CSP)—This pay is designed to compensate eligible members for the arduous nature of shipboard sea duty. As such, it is payable to enlisted members in paygrade E-4 and above and officers who have accumulated more than three years of sea duty at monthly rates ranging from $50 to $410, depending on paygrade and years of cumulative sea duty. Cumulative sea duty only applies to shipboard sea duty and should not be confused with "sea duty for rotational purposes".

The rules and regulations for payment of CSP are contained in SECNAVINST 7220.77B. In general, CSP is paid to eligible members on a continuous basis when they are assigned to and serve in ships whose primary mission is accomplished under way (category A). It is payable to crew members of ships whose primary mission is accomplished in port (category B) only when those vessels are out of home port for at least 30 consecutive days.

In determining the years of consecutive sea duty, time served prior to Oct. 1, 1978, in units whose enlisted crew members were eligible for the former sea pay is creditable. After Oct. 1, 1978, only time actually served in category A or CSP qualifying category B ships may be counted. For members assigned to the off-crews of two-crewed submarines, off-crew time is fully creditable from Oct. 14, 1981, on.

In addition to the monthly base CSP, members eligible for CSP who have completed 36 consecutive months of sea duty

are entitled to a CSP premium of $100 per month.

Special Duty Assignment Pay—This pay replaced proficiency pay in FY 85. It is a monthly pay used to help obtain high quality personnel for designated special duty assignments involving demanding duties or an unusual degree of responsibility and then to sustain adequate manning levels. People serving in the designated skills may receive an additional $55 to $275 per month. Details of the SDAP program are contained in OPNAVINST 1160.2 series and OPNAVNOTE 1160.

Selective Re-enlistment Bonus—SRB is a retention incentive special pay awarded members serving in certain selected ratings/NECs who re-enlist or extend their enlistments for at least three years. The purpose of the bonus is to increase the number of re-enlistments in those ratings/NECS having insufficient retention.

SRB amounts of up to $30,000 per bonus may be paid to enlisted members who are serving in critically undermanned ratings. A member may receive up to three bonuses, one for each eligibility zone – Zone A (for those with at least 21 months but no more than six years of service), Zone B (at least six but no more than 10 years of service) and Zone C (at least 10 but no more than 14 years of service). Details of the SRB program are contained in OPNAVINST 1160.1 series.

Hostile Fire/Imminent Danger Pay—All members serving ashore, aboard a ship, or in an aircraft within an area designated as a hostile fire or imminent danger zone are eligible to receive this pay at a rate of $110 per month. Designated areas are specified in the Department of Defense Military Pay and Allowances Entitlement Manual.

Special Pay for Nuclear-Qualified Officers—This pay is comprised of three categories:

Nuclear Officer Accession Bonus: Naval officers or prospective naval officers, accepted for training for duty in connection with the supervision, operation and maintenance of naval nuclear propulsion plants, are entitled to an accession bonus of $4,000 when they meet all requirements listed in the entitlements manual and SECNAVINST 7220.65 series. Nuclear career accession bonus payment shall be $2,000.

Nuclear Officer Continuation Pay: Nuclear-qualified naval officers are entitled to continuation pay when they elect to remain on active duty after completion of their initial obligated service. They will receive $9,000 for each year of additional obligated service. Multiple agreements for three, four or five years (not to exceed 26 years commissioned service) are available.

Nuclear Career Annual Incentive Bonus: Nuclear-qualified officers who have completed initial obligated service and who are not serving under a continuation pay agreement, receive an annual incentive bonus of $7,200 (URL)/$3,600 (LDO/CWO).

Incentive Pays for Submarine Duty—There are two types of Submarine Duty Incentive Pay (SUBPAY)—Operational (OPSUBPAY) and Continuous (CONSUBPAY). OPSUBPAY is payable to both submarine-designated and non-submarine-designated personnel when assigned to and serving in submarines if not otherwise entitled to CONSUBPAY. CONSUBPAY is paid to active duty personnel who engage in and remain in submarine service on a career basis. Submarine career screening gates are established at the 12th and 18th year of submarine service to verify members are still eligible for CONSUBPAY based on total years of service.

The monthly rate of incentive pay for enlisted members ranges from $55 to $265; for warrant officers, $175 to $265; and for officers, $130 to $440. Each rate of pay is determined by paygrade and years of service based upon pay entry base date.

Command Responsibility Pay—In order to recognize the unusual responsibilities of operational commanders relative to their peers of the same grade, Navy pays $50 to $150 per month responsibility pay to officers in operational command of fleet units in paygrades 0-3 through 0-6.

Aviation Career Incentive Pay (ACIP)—ACIP is an incentive pay for aeronautically rated/designated officers and warrant officers (pilots/naval flight officers). Rates range from $125 to $400 monthly and are based on years of aviation service, until the 18th year of commissioned service. At that point, rates begin decreasing for officers only, to $250 per month during the 25th year of commissioned service. Rates for warrant officers remain at $400 per month.

ACIP may be paid on a continuous or conditional basis. It is paid on a continuous basis provided that the aviator passes certain milestones or gates at the 12th and 18th years of aviation service. To receive ACIP on a continuous basis, through the 25th year of commissioned service, the aviator must have served 11 of the first 18 years of aviation service in operational flying billets. Aviators not eligible for continuous ACIP and flight surgeons may receive conditional ACIP if they are assigned to an operational flying billet and fly at least four hours per month. All aviators and flight surgeons must be physically qualified to receive ACIP and are required to undergo an annual flight physical within 30 days of their birthday. Failure to take an annual flight physical within the prescribed period may cause suspension of ACIP, regardless of primary duty.

Aviation Officer Continuation Pay (AOCP)—AOCP is a continuation pay payable to certain naval aviators, in critically undermanned aviation communities, who execute extension agreements for three, four or six years of additional service. Normally, aviators who execute an AOCP agreement receive a lump-sum annual payment of $4,000 for a three-year contract, or $6,000 for a four- to six-year contract. An aviator who receives AOCP, however, receives a reduced amount of monthly ACIP ($306 instead of $400) for the duration of his contract and is not eligible to receive flight deck hazardous duty incentive pay, even if otherwise eligible, during the contractual period. These restrictions are removed once the contract period expires. Eligibility criteria for AOCP are announced annually and are based on a minimum number of years of aviation service, a maximum number of years on active duty and specific Aviator Qualification Designator (AQD) codes

determined by the Secretary of the Navy.

Special Pay for Diving Duty—Officer and enlisted members who are qualified divers, assigned to billets requiring the performance of diving duty and who actually perform diving duty are eligible to receive diving pay in amounts ranging from $110 to $300 per month. Rates of diving pay are determined by the type and degree of diving qualifications the member possesses. A member who receives diving pay is restricted from receiving more than one Hazardous Duty Incentive Pay (HDIP).

Hazardous Duty Incentive Pays (HDIP)—There are six different types of hazardous duty incentive pays paid at the rate of $110 per month for both officers and enlisted members which are designed to compensate members for participating in duties considered unusually hazardous.

Non-crew member flight pay: Payable to members required to participate in aerial flight to perform their duties (not as passengers), who are not designated as crew members.

Parachute duty pay: Payable to members when parachute jumping is required as an essential portion of their duties. An additional $55 per month is payable to members required to perform High Altitude, Low Opening (HALO) parachute jumps as an essential part of their duties.

Demolition duty pay: Payable to members required to perform demolition of live explosives, including training, as a primary duty.

Flight deck duty pay: Payable to members required to participate in flight deck operations, from an air-capable ship, on a frequent and regular basis. A member who receives flight deck duty pay may not receive another HDIP.

Experimental stress pay: Payable to members required to perform any of the following duties: as the subject in thermal stress experiments; duty in high or low pressure chambers as a human test subject, inside instructor or observer, or research technician.

Toxic material pay: Payable to members performing primary duties involving frequent and regular exposure to: highly toxic pesticides; live, dangerous viruses and bacteria in laboratory work; certain highly toxic fuels or propellants used in aircraft or missile systems; and certain chemical munitions.

An additional HDIP payable to Navy members is crew member flight pay. This is payable to both officer and enlisted members, designated as crew members, who are required to participate in aerial flight on a frequent and regular basis. Rates vary by paygrade and range from $110 to $250 per month.

Overseas Duty Extension Pay—Enlisted personnel who agree to extend their tours of duty at certain overseas locations may be eligible to receive special pay at the rate of up to $80 per month. Instead of this pay, the member may elect to receive a rest and recuperation absence or transportation at government expense during the extension period. Details of this program are found in OPNAVINST 1306.1.

Other Allowances

Allowances are paid to help Navy people meet expenses incurred while on active duty. Allowances may be paid monthly or on an occasional basis, or in a one-time lump sum payment. Some are paid automatically, others require application to be made. Allowances are not taxable.

Enlisted Clothing Allowances—Members receive an initial clothing allowance when they enter the service or are recalled to active duty; after six months of active duty, they receive a replacement allowance. There are several types of clothing allowances, based on the actual cost of clothing and situations in which special clothing may be needed. Clothing allowances are usually revised on an annual basis with new allowances effective October 1 of each fiscal year. The amounts of the allowances are listed in the annual update to DoD Directive 1338.5.

Initial Clothing Monetary Allowance (ICMA): ICMA generally reflects the cost of a complete sea bag for recruits and for enlisted men and women, and is usually paid "in kind" in the form of a full sea bag issued at recruit training commands.

Partial initial clothing monetary allowance for enlisted members of the Naval Reserve below E-7 (male and female): This allowance reflects the cost of completing a sea bag for reservists upon reporting for active duty.

Basic replacement allowance: This is an annual allowance paid in a lump sum on the member's anniversary after six months of active duty and until completion of three years' active duty.

Standard replacement allowance: This annual allowance is paid after three years' active service in a lump sum on the member's anniversary month.

Special initial clothing monetary allowance: This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to men and women upon advancement to chief petty officer, for instance. Rates vary depending on the situation, and payment is made in a one-time, lump sum.

Civilian clothing monetary allowance: Certain Navy people who are required (not having the option) to wear civilian clothing in performance of their duties, such as people serving in politically sensitive areas overseas, where the appearance of a military uniform could be a source of disruption. The lump sum payment depends on the seasonal civilian clothing involved. Additional payments may be made for extended tours of duty.

Special enlisted supplementary clothing allowance: This allowance is paid to certain enlisted members whose duties require the purchase of addtional uniform items. The amounts of this allowance and the duties for which it is payable are specified in the Department of Defense Military Pay and Allowances Entitlement Manual.

Officers' Uniform and Equipment Allowances—Initial uniform allowances for officers range from $100 to $300 depending on source of procurement (OCS, NROTC, etc.) and are payable upon first reporting for active duty—other than training—for a period of more than 90 days; upon completing 14 days active duty or active duty for training; or, when an

officer is commissioned in a regular component upon NROTC graduation or enters on active duty as a regular naval officer.

Family Separation Allowance—This allowance is payable only to members with dependents. There are two types of FSA - Type I and Type II. A member may be entitled to both types simultaneously.

FSA Type I was designed to pay a member for added housing expenses caused by enforced separation from dependents. It applies when Navy people must maintain a home for their dependents and one for themselves when on permanent duty outside the United States. It is not payable to a member permanently assigned to a duty station in Hawaii (but is payable to members serving in Alaska) or to any duty station under permissive orders (orders taken at no cost to the government).

To qualify for this allowance, which is equal to one month's BAQ at the without-dependents rate for the affected paygrade, the following general conditions must be met: transportation of dependents to the permanent duty station is not authorized at government expense; dependents do not live at or near the permanent duty station; adequate government quarters are not available for assignment to the member and the member is not assigned to inadequate government quarters or housing facilities.

FSA Type II was designed to compensate Navy people for added expenses incurred because of enforced separation from dependents due to permanent change of station, duty aboard ship, or temporary duty away from permanent command. Any member may receive $60 per month when any one of the following general requirements are met: transportation of dependents is not authorized at government expense and dependents do not live at or near the new permanent duty station or home port; member is on duty aboard a ship which has been away from its home port for more than 30 consecutive days; member is TDY or TAD away from his or her permanent station for more than 30 consecutive days and dependents do not live at or near the temporary duty station.

Dislocation Allowance—Navy members may be entitled to a dislocation allowance equal to one month's BAQ when the member is transferred under PCS orders.

Members with dependents must actually relocate their families with the intention of establishing a bona fide, permanent residence. Members without dependents or members who do not relocate their dependents are entitled to this allowance at the without-dependents rate if they are not assigned government quarters at their new permanent duty station. Dislocation allowances are not automatically paid—members must apply at the disbursing office after arrival at the new duty station.

Station Allowances—When assigned to duty overseas, members may become eligible for station allowances, depending on a variety of factors such as location of assignment, nature of orders, dependency status and the overseas housing and cost-of-living situation. Station allowances are paid to those on duty outside the continental United States to offset any loss of purchasing power that occurs when stationed overseas. The Overseas Housing Allowance (OHA) is not payable in Hawaii and Alaska to service members reporting for duty after Nov. 8, 1985. Members stationed in Hawaii or Alaska receiving OHA or Temporary Lodging Allowance (TLA) prior to Nov. 9, 1985, are grandfathered under the Overseas Housing Allowance Program (newly reporting personnel are covered by the Variable Housing Allowance system). The allowances are authorized by the per diem committee based on costs reported in overseas areas as compared to costs in the continental United States. Joint Travel Regulations, Volume 1, contains specific instructions concerning the payment of station allowances. Application for these allowances is required, and, in view of varying conditions and rates, members should check with their disbursing officer to determine entitlement. Station allowances are reviewed at least yearly and are subject to change at any time. Generally, the station allowances are as follows:

- Overseas Housing Allowance (OHA) and Cost of Living Allowances (COLA): These help defray the excess costs members face while on permanent duty overseas. OHA provides an allowance based on the difference between the member's BAQ or the Family Separation Allowance - Type I, whichever is applicable, and the actual rent established for each area. In addition, there is a supplemental payment, consisting of average utility and initial/terminal occupancy costs for each area concerned. The monthly utility costs have been determined by averaging the utility expenses for members in a particular location. The monthly initial/terminal occupancy expense has been predetermined by prorating the average "moving in" and "moving out" expenses for members in a particular location over the average length of time they reside in economy housing at their location.

- COLA is based upon the location of the member's permanent duty station, the member's rank and years of service, and the number of dependents authorized to be present at the overseas duty station.

- Interim Housing Allowance (IHA): This type of allowance may be paid when a member assigned overseas is required to contract for non-government, family-type housing before dependents arrive. An IHA is an amount determined by location, which may be paid for 60 days or until the member's dependents arrival in the vicinity of the member's permanent duty station, whichever is earlier.

- Temporary Lodging Allowance (TLA): TLA is designed to partially reimburse members for extra expenses incurred when living in hotel-type accommodations while awaiting permanent housing after reporting overseas. Also, it may be paid to members awaiting transportation back to the United States after receipt of PCS orders. Although there are provisions for extensions of TLA, the allowance is not usually paid for periods of more than 60 days after reporting to a foreign duty station or for more than 10 days when leaving an overseas station. Daily TLA rates are determined by multiplying a given area's travel per diem allowance by a per-

centage factor based on the number of dependents accompanying a member to the overseas duty station.

Travel Allowances—There are a number of travel situations a member might face while on active duty for which the Navy will pay expenses or will, in most cases, reimburse the member with appropriate travel allowances up to the limits permitted by law. Generally, any time a member travels under orders (other than leave orders), the Navy pays for transportation. If a member has dependents, the member's family may travel at government expense when under PCS orders. Dependents may also travel at government expense when a member receives orders in connection with schooling for more than 20 weeks.

The member's dependents, while traveling in connection with a PCS move, are entitled to per diem. Dependents 12 years and older receive a per diem of three-quarters the amount a service member would receive per day, while dependents under 12 receive one-half of the service member's amount per day.

A PCS mileage allowance is available for the member and/or dependents traveling in a privately-owned conveyance (POC) on a permanent change of station move. The rate is 15 cents per mile for one person traveling in the POC, 17 cents for two persons, 19 cents for three persons, and 20 cents per mile for four or more persons.

Because travel allowance computations are complex and the number of allowances authorized varies with each situation, Navy people should check with their personnel and disbursing office each time they receive transfer or travel orders. Personnelmen and disbursing clerks are experts in the computation of travel allowances and are willing to help members file their travel claims.

Temporary Lodging Expense (TLE) is designed to partially reimburse lodging and subsistence expenses of the member and/or dependents in connection with moving out of permanent quarters in the continental United States at the old station and prior to moving into permanent quarters at the new station. TLE will pay up to a maximum of $110 per day for up to a maximum of four days. Specific rules are contained in the Joint Travel Regulations, Volume 1.

Lump Sum Leave Payments—Upon discharge, transfer to the Fleet Reserve or retirement, members may receive cash for accumulated leave, up to a maximum of 60 days. Settlement for leave accrued as of Aug. 31, 1976, commonly referred to as "saved leave," will include basic pay, BAQ, BAS, and PMA (Personal Money Allowance) as appropriate. Settlement for leave accrued after that date will include basic pay only. Effective Feb. 10, 1976, a military member can be paid no more than 60 days' accrued leave during an entire military career. Payment for accrued leave made before Feb. 10, 1976, is excluded from this limitation. A member eligible for an accrued leave settlement may elect to receive payment for a portion of the accrued leave, not to exceed 60 days, and have the remaining accrued leave carried forward to a new or extended enlistment. Table 1 on page 46 (see 4-4-1 through 4-4-4 of the DODPM) explains the conditions for payment of accrued leave.

Personal Statement of Military Compensation (PSMC)—At Congressional direction, each service member should receive a PSMC annually. The PSMC details the value of the entire military compensation package accruing to the member. In addition to RMC, the PSMC includes special and incentive pays and allowances and provides the member with the ability to estimate the monetary value of certain non-monetary benefits. In addition to providing a clearer picture of the entire military compensation package, the PSMC provides the member with a document to assist in establishing eligibility for loans or mortgages, and in comparing his or her compensation to private sector wages.

Allotments of Pay

Allotments are big business in the Navy today. Thousands of civilian and Navy disbursing clerks around the world ensure that Navy members' allotments do what they're designed to do. Currently, there are 12 types of allotments in general use. Examples of these are clearly shown in Table 2, Examples of Allotments of Pay, with Applicable Codes on page 47.

It is important for Navy people to realize that their dependents, or others to whom allotments have been made, do not receive an allotment check immediately after application has been made. The check is not mailed until the end of the month for which it is payable. Generally, the minimum time required for allotments to reach payees is five to eight weeks after the member has completed the application which places the allotment in force.

Each month the Navy Finance Center receives a number of letters from dependents who report they did not receive a scheduled allotment check. In almost every instance, failure to receive an allotment check on schedule can be traced to the failure of an active duty member to notify the center of a change of address. Navy men and women should remember that when they move and wish to receive a check at the new address, they must notify NFC before the 16th of the month.

The center suggests members use the regular change of address cards sent periodically to allotment payees for this purpose. To be on the safe side, it is also suggested that a change of address notice be filed at the local post office so the allotment check will be forwarded.

The Finance Center's Job

Handling the financial affairs of Navy people is the job of the Navy Finance Center in Cleveland, Ohio, and regional and local finance offices located aboard ship and around the globe. They handle such diverse areas as re-enlistment bonuses, entitlement claims, leave accounting, travel, allotments and so on. In recent years, two developments have made this job more efficient and more economical—JUMPS and PASS.

Table 1. Computation of Accrued Leave Payment

RULE	If member is	and member has	then compute payment for the number of days accrued leave, but not more than 60 in a military career, to include: (note 1)			
			Basic Pay	BAS	BAQ	Personal Money Allowances (note 6)
1	enlisted, in paygrades E-5 to E-9	dependents (note 3)	at rate applicable on date of separation (notes 2 and 4)	70 cents per day	$1.25 per day	none
2		no dependents			none	
3	enlisted, in paygrades E-1 to E-4				none	
4	officer	dependents (note 3)		at rate applicable on date of separation (prorate for number days of accrued leave)	at rate applicable for member with dependents on date of separation (notes 4 and 5)	if officer was receiving this allowance on date of separation (limited to allowance authorized by paygrade and billet). Compute at rate payable on that date (note 4).
5		no dependents			at rate applicable for member without dependents on date of separation (see notes 4 and 5)	

NOTES: (1) When the final leave balance includes a one-half day total, compute the amount to be paid by crediting the member with one-half of a day's entitlement. Round the total to the nearest penny. (2) Do not include in basic pay the 25 percent increase authorized certain Navy members involuntarily retained beyond their EAOS. (3) A dependent on active duty is not considered a dependent in determining right to BAQ. (4) Date of separation is date of discharge, release from active duty, transfer to reserve, or death, day before effective date of retirement, day before date of appointment as cadet or midshipman, or day before effective date of extension of enlistment. (5) Pay BAQ even though member is not receiving BAQ on date of separation because public quarters are occupied or available. (6) Cash settlement of leave accrued as of Aug. 31, 1976, will be on the basis of basic pay, BAS, BAQ, and PMA as appropriate. Cash settlement of leave accrued on and after Sept. 1, 1976, will be on the basis of basic pay only for all grades, officer and enlisted.

JUMPS (Joint Uniform Military Pay System)

This system has been in operation fleetwide since 1977. It provides accurate and timely fiscal information with which to better manage the Military Personnel Pay Appropriation. Before JUMPS, forecasting pays and obligations for the pay appropriation was only a historically-based "guesstimate" since pay was calculated and paid by more than 500 disbursing offices afloat and ashore. Because many of the Navy people who are deployed prefer to let their pay accumulate "on the books" and pay records were closed out only twice a year, it took months for the Navy to determine how much it was actually spending on personnel costs.

Under JUMPS, the Navy's 500 field disbursing offices still hold payday twice a month, but everyone's pay is calculated in Cleveland, well in advance of actual payment. This accrual approach permits the service to obligate the MILPERS appropriation on a much more timely basis than previously possible. Disbursing offices in the field continue to make pay record changes to reflect promotions and other pay entitlement changes occuring between Cleveland's calculation and the actual payday, but the next NFC calculation reflects those changes in each member's new Leave and Earning Statement (LES).

The monthly LES issued to Navy men and women provides an up-to-date financial tool which can be used in planning since it provides complete information about pay entitlements, allotments, deductions and taxes. So that Navy people will recognize the full value of their pay and allowances, the "remarks" block on each LES periodically explains the dollar value gained as a result of non-taxable allowances.

An LES looks confusing at first glance, yet it is actually very simple to decipher. A key on the reverse side of each LES explains what the entries in each block mean. Here are some added tips for reading LESs:

In blocks 26-32 (Allotments), a one-letter code indicates the type of allotment—e.g. "D" for dependency or "S" for savings. If a person has more than six allotments, the additional ones appear in block 62 (Remarks). If the allotment is to be stopped at the end of the month, its termination date will appear in the remarks block.

Block 57 (Forecasts of amounts due) will reflect longevity increases coming up soon, or any other action affecting pay. Designed as a financial planning tool, block 57's forecasts of amounts due may differ occasionally from actual pay received because of local adjustments based on the most current entitlements.

Block 62 (Remarks) will contain a brief description of events which affect a member's pay. For example, "LSL PAID TO DATE 0.0DA" indicates that the member has not sold any "lump sum leave" back to the Navy and is, therefore, entitled to sell 60 days upon re-enlistment, discharge or retirement.

PASS (Pay/Personnel Administrative Support System)

The PASS program was initiated to provide Navy personnel with one-stop pay, personnel and Navy-sponsored passenger transportation services and improve pay and personnel administration between the headquarters and field activities. When fully implemented and automated, PASS will be the mainstay in the field for support of the overall Personnel and Pay Systems (PERSPAY). The PERSPAY initiative is an ongoing effort to consolidate all head-

quarters pay and personnel data bases for naval personnel into a single Consolidated Data Center (CDC) and serve as one source for all pay and personnel systems within the United States Navy.

The PASS Program is a three phased effort:

• Phase I: *Consolidation and Colocation of the pay, personnel and transportation offices in the shore establishment.* With the exception of some personnel offices supporting inactive reserves, consolidation is complete for the shore establishment. Currently there are 25 Personnel Support Activities (PERSUPPACTs) with 157 Personnel Support Activity Detachments (PERSUPPDETs) in the PASS network. The colocation efforts continue as military construction funding becomes available through the Navy budget system.

• Phase II: *The automation of PASS field activities.* The Source Data System (SDS) has been developed and is currently implemented in two PERSUPPACTs in CONUS. The follow-on implementation schedule calls for total implementation of the CONUS and overseas PASS network by 1990. SDS is automating the way PASS conducts the day-to-day operations and provides a direct link with the Naval Military Personnel Command in Washington, D.C., and the Navy Finance Center in Cleveland, Ohio. The system contains edits to ensure more accurate data to headquarters and a timely two-way communications network. It also provides management reports to be used to track events and/or monitor individual and activity performance.

• Phase III: *Development of a follow-on system that provides for full integration of PASS for all Navy personnel.* A number of fleet and mobile units are currently in PASS with the remainder to be programmed as PASS becomes fully automated. The Source Data System Afloat (SDSA) is being developed and tested as part of the Shipboard Non-Tactical ADP Program (SNAP I & II). This system will perform the same functions as SDS does ashore and will provide automated support for designated fleet units with SNAP I &

Table 2. Examples of Allotments of Pay, with Applicable Codes

When the purpose of allotment is	and member is			or is retired member not on active duty	then the period of the allotment is	
	officer	enlisted	aviation officer candidate		indefinite	definite
B—purchase of U.S. Savings Bonds	X	X	X	X	X	
C—charity drive donation (CFC)	X	X	X			X
C—charity drive donation (NRS)	X	X	X	X		X
D—payments to dependents (note 4) (except X)	X	X	X	X	X	
N—U.S. Government Life Insurance and/or National Service Life Insurance or repayment of loan on VA insurance (note 5)	X	X	X (1)	X	X	
H—repayment of home loans	X	X	X	X	X	
I—commercial life insurance (notes 2 & 3)	X	X	X	X	X	
L—repayment of loans to Navy Relief Society & American Red Cross	X	X	X	X		X
M—Navy Mutual Aid Insurance	X	X		X	X	
S—payment to financial institution for credit to allotter	X	X	X	X	X	
E—contributions to Post-Vietnam Era Veterans Education Assistance Program	X	X			X	
T—payment of indebtedness to U.S. or delinquent federal taxes	X	X	X	X		X
U—remittance to RSFPP for retired members on active duty	X	X			X	

NOTES:
(1) If electing to continue NSLI purchased before becoming an aviation cadet.
(2) Allotter's life only, including family group type plans.
(3) Comply with service regulations (SECNAVINST 1740.2 series) before new allotment may be issued for payment of premiums on commercial life insurance. However, any such allotments in effect Sept. 30, 1967, may be continued as an approved allotment.
(4) A retired member may authorize allotments to a spouse, former spouse(s), and/or his or her child(ren) having a permanent residence other than member's own.
(5) Payment of insurance premiums and repayment of insurance loans will be by one NSLI or class N allotment.

II on board. On the inactive side, some 60,000 Selected Reservists are in the PASS system today, with the remainder of the inactive reserves to be programmed as PASS becomes fully automated.

The PASS Program Manager (OP-01B5/NMPC-08) provides policy guidance to the seven designated PASS major claimants (NAVCOMPT/CNO/CINCPACFLT/CINCLANTFLT/CINCUSNAVEUR/CNET/COMNAVRESFOR). These major claimants are responsible for PASS in the field. They provide the funding and material support for the operation of PASS by the PERSUPPACTs and their PERSUPPDETs within assigned geographical areas.

Each PERSUPPDET is responsible for providing pay, personnel and Navy-sponsored transportation services for activities and individuals in an assigned geographical area. The PERSUPPDET performs for the customer command such functions as:

- Receipts/Transfers Processing
- Separations/Re-enlistments/ Retirements Processing
- Personnel Accounting/Diary Preparation
- Issuing I.D. Cards/DEERS Eligibility Applications
- Updating records of Emergency Data/Service Group Life Insurance Changes
- Educational Services/Advancement Examinations
- Payday Processing/Supplemental Payments
- Transportation Management/Travel Processing
- Travel Claims Processing
- Passport/Visa Processing
- Pay and Service Record Maintenance
- Command Rosters/Management Reports
- Process TEMAC and Fleet Reserve Recall to Active Duty

Each customer command supported by the PERSUPPDET assigns a PASS liaison representative to serve as the command coordinator for pay, personnel and Navy-sponsored, transportation-related matters. Many of the administrative functions performed by the customer command require some processing through the PERSUPPDET and/or service and pay record entry such as:

- Leave Requests
- Enlisted Performance Evaluations
- Non-Judical Punishments/Return of Naval Deserters
- Miscellaneous Pay and Service Record Entries for Naval Aircrewman Designation/ Disqualification, Diver Designation, NEC assignments, Hazardous Duty assignments, etc.

In addition to PERSPAY and SDS, other automated systems have been instituted at various PERSUPPDETs to assist PASS in providing more timely and accurate accounting of pay, personnel and transportation functions. The majority of these are interim systems and will ultimately be incorporated into SDS:

- Computer Aided Documentation Originated (CADO) System: The CADO system was initially implemented to provide word processing support to the PERSUPPDETs. However, it has been enhanced to include a local data base and some ADP features to assist with pay processing.
- Officer Assignment Information System (OAIS)/Enlisted Assignment Information System (EAIS): These systems are being developed and implemented to automate the officer and enlisted distribution network and will standardize all officer and enlisted orders into one common format. The OAIS/EAIS systems will function as part of SDS and distribute permanent change of station orders directly to the PERSUPPDETS.
- Standard Transfer Directive Module (STDM)/Availability Reporting and Tracking Module (ARTM): These systems have enhanced the enlisted availability order-writing systems to assist in moving the student pipeline at training commands.
- Direct Deposit System (DDS): DDS has replaced the Pay Deposited Quicker (PDQ) system which allows a member's net pay to be electronically transferred from the Navy Finance Center, Cleveland, Ohio, to their designated financial institution. Unlike PDQ, DDS remains in effect when the member changes duty stations, including sea duty or overseas. This enables the individual to be paid continuously even while in a leave and travel status between duty stations.
- Microcomputer Claims Processing System (MCPS): This system has resulted in increased accuracy and faster processing of service members' travel claims.
- Uniform Microcomputer Disbursing System (UMDS): A set of computer programs built to aid PERSUPPDETs in the quick, easy computation of payrolls and reduce the day-to-day chores of maintaining Navy members' pay accounts and assist with payday processing.
- Defense Enrollment Eligibility Reporting Systems (DEERS)/Real Time Automated Personnel Identification System (RAPIDS): These systems were developed to assist in preventing fraud, waste and abuse. When fully implemented, they will provide computer-based means to maintain a central data base to be used in validating entitlements. The RAPIDS system will be used to issue identification cards and greatly increase control over those who receive them.

With PASS implementation Navywide supported by SDS/SDSA, it is expected that a system will be in place to support PERSPAY and provide improved "service to the customer".

REMINDER:

A limited number of additional copies of this article, and of each *All Hands* issue containing "Navy Rights & Benefits," are available from: Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.



Photo by JO2 Lynn Jenkins

Interservice volleyball competition, in June All Hands



"Most of us, most of the time, live in blissful ignorance of what a small, elite, heroic group of Americans are doing for us night and day. As we speak, all over the globe, American sailors and submariners and aviators are doing something very dangerous. People say, 'Well, it can't be too dangerous because there are no wrecks.' But the reason we don't have more accidents is that these are superb professionals; the fact that they master the dangers does not mean that the dangers aren't real.

"Right now, somewhere around the world, young men are landing high-performance jet aircraft on the pitching decks of aircraft carriers—at night! You can't pay people to do that; they do it out of love of country, of adventure, of the challenge. We all benefit from it, and the very fact that we don't have to think about it tells you how superbly they're doing their job—living on the edge of danger so the rest of us need not think about, let alone experience, danger."

—George Will, commenting during the ABC news special coverage, on Jan. 28, 1986, of the space shuttle Challenger disaster.

ALL HANDS

MAGAZINE OF THE U.S. NAVY

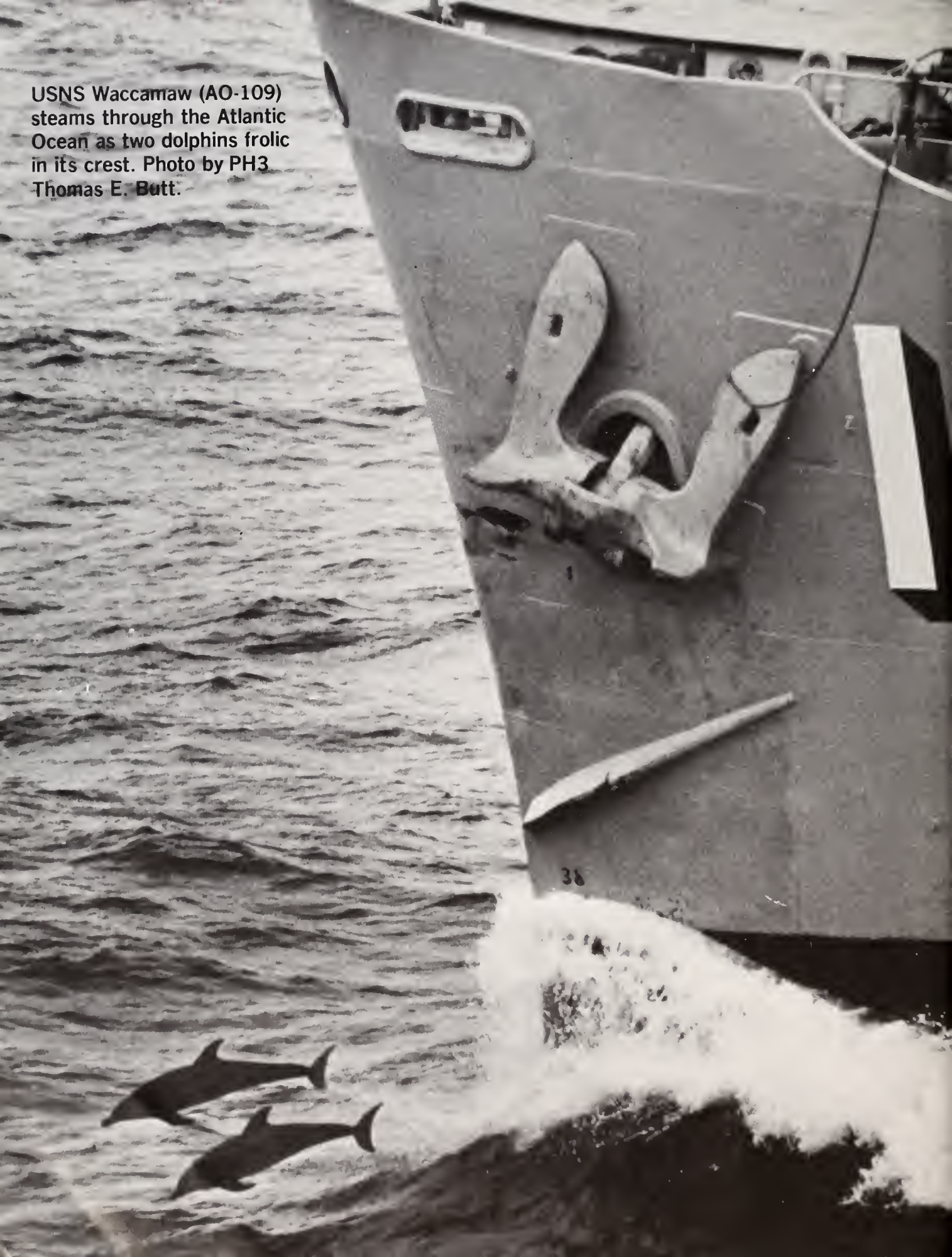
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Challenger salvage



USNS Waccamaw (AO-109) steams through the Atlantic Ocean as two dolphins frolic in its crest. Photo by PH3 Thomas E. Butt.

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ALL HANDS

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JUNE 1986 — NUMBER 831
63rd YEAR OF PUBLICATION



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Front Cover: Diver aboard USS Preserver (ARS 8) prepares his gear for space shuttle salvage operations.

Back Cover: Crewmen aboard USS America (CV 66) ready an A-7 Corsair for flight.

Navy Currents

Soviet Seapower Schedule

The Soviet Seapower Education Program (SSEP) is a highly informative and entertaining look at the Russian Navy, Soviet sailors and Soviet culture in general. Listed below are the dates and locations for this unclassified program. For more information, contact your base public affairs office.

July 17, Portsmouth Naval Hospital, Va.
Aug. 4, FCTCLANT Dam Neck, Va.
Aug. 13, Society of Logistic Engineers, Baltimore Convention Center, Baltimore, Md.
Aug. 19, U.S. Naval Academy, Annapolis, Md.
Sept. 4, Naval Submarine Support Base, Kings Bay, Ga.
Sept. 8 Naval Base, Charleston, S.C.
Sept. 18, NAS Oceana, Virginia Beach, Va.
Sept. 25, Canadian Forces Base, Greenwood, Nova Scotia.
Sept. 29, Canadian Forces Fleet School, Halifax, Nova Scotia. □

Traffic safety regulations

The Navy has revised its traffic safety program, outlined in OPNAVINST 5100.12C of Dec. 12, 1985. Injuries incurred as a result of violations could result in UCMJ or disciplinary administrative procedures and a loss of benefits.

Changes to the program include:

• Personnel will not ride in privately-owned or government-owned vehicles not having seat belts (where belts have not been installed, have been removed or are inoperative). This applies to Navy people on or off base, and to civilians in government vehicles on or off base and in privately-owned vehicles on base.

• All children under age 4 or weighing less than 40 pounds riding in privately-owned or government-owned vehicles will be in infant or child restraint devices approved by the U.S. Department of Transportation.

• The driver is responsible for *informing* all occupants of the requirements; in government-owned vehicles, the senior occupant is responsible for ensuring *compliance*; in privately-owned vehicles, the driver is responsible for ensuring compliance.

• Motorcycle operators must successfully complete approved training; applies to Navy people on or off base and to civilians on base.

For information on these and other changes to the instruction, contact the Naval Safety Center, Norfolk, Va., autovon 564-1292. □

NEX check cashing limit raised

Rear Adm. D.E. Wilson, commander, Navy Resale System, has raised the personal check cashing limits for authorized customers in Navy Exchanges from $100 to $150 a day. In addition, patrons may now request up to $25 in cash beyond their amount of purchase paid by check at NEX registers.

Wilson's decision to raise the check cashing limit was based on the Navy's direct deposit system, which gives Navy people a greater need for check cashing services at Navy facilities, and the effect of inflation since the last raise in the check cashing limit. □

Military compensation

Highlights of the FY-86 DoD authorization and appropriation acts include:

• Temporary lodging expense provides $110 per day for a maximum of four days for actual expenses on PCS moves to duty stations within the continental United States.

• Household goods weight allowances increased to 5,000 pounds for junior enlisted people, E-1 to E-4 with dependents; single people allowed 1,500 pounds for continental U.S. and overseas permanent change of station moves.

• Advance BAQ and VHA payments to offset immediate financial burden of moving to high-cost housing areas.

• VHA "windfall" provision, effective March 1, 1986, splits the difference between the individual and the government when sum of

BAQ and VHA exceeds actual housing costs; members will not receive more than their full BAQ entitlement.

- Approval of flat rate per diem for all services on a test basis.
- Overseas extension incentive pay increased from $50 to $80 a month, applying only to new agreements.
- Increases in certain special and incentive pays for demolition duty, parachute duty and flight deck duty, effective Oct. 1, 1985. □

More ship billets for women

More than 150 new sea-going billets for women will give the Navy 18 more ships in which to assign women for sea duty, according to a recent announcement from Secretary of the Navy John F. Lehman Jr.

The new billets, slated for military detachments on 18 Military Sealift Command ships, call for 10 women surface warfare officers to serve as officers-in-charge at sea and 155 enlisted women to serve in operations-oriented military detachments. The Navy now has 4,698 women—212 officers and 4,486 enlisted—serving aboard 72 ships. This will bring the number of ships authorized for permanent assignment of women to 90. □

Navy primary care clinics

During FY 1987 and 1988, the Navy will set up eight primary medical care clinics around the country.

The clinics will be patterned after the Army's primary care for the uniformed services (PRIMUS) clinics (see April '86 *All Hands*) and will provide basic health care to active duty and retired members and dependents.

Clinics are planned in FY 1987 for Mayport, Fla., Jacksonville, N.C., Norfolk, Va., and San Diego. In FY 1988, clinics will be set up in Oceanside, Calif., Long Beach, Calif., and San Francisco, with additional clinics in the San Diego and Norfolk areas. □

ALL HANDS

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NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 325-0495; AUTOVON 221-0495 for editorial; (202) 695-1884, AUTOVON 225-1884 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Rm. 2E329 Pentagon, Washington DC 20350-1200. Other correspondence and submissions to *All Hands*, NIRA Print Media, Rm 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

MCPON

The man



Photo by JO2 Michael McKinley

RMCM(SW) William Plackett.

Sharp creases, colorful medals, polished brass—every inch of him reflects pride in his Navy uniform. From the three stars on his chief's fouled anchor to his spit-shined shoes, the master chief petty officer of the Navy is the picture of military bearing. Yet, beneath the strict military lines one can sense a man who is committed to helping people.

Master Chief Radioman (SW) William H. Plackett, easy with his midwestern hospitality, likes to brag about "our sailors'" accomplishments.

Keeping in touch with the enlisted community is what MCPON's job is all about. To do this, he frequently travels through the fleet to meet and talk with sailors. "Our sailors now are not bashful," Plackett said. "They say what they've got on their minds, which I love."

Plackett says he always takes the time to talk to individuals while he is touring a command. "If someone wants to orchestrate a walk-through of some place, that's fine. But I'm going to find a sailor out of that organization sooner or later—and I'm going to talk to him," he said.

Speaking to a large group is the best way to reach the most people, but that's not MCPON's favorite setting. "Sometimes you have too much peer pressure being played out in the audience and all too often there are questions that go unasked," Plackett said. "Some folks are inhibited by the presence of others. They don't want to appear dumb. Quite frankly, I think the only poor question is the unasked one."

In addition to talking with people, MCPON feels that personal observation is a prime way of telling what is going on in a command. "You pick up a lot of little things about the attitude of a command by how people care for themselves.

"How our sailors feel about their command, their work, themselves, is reflected in their work and their attention to their own personal grooming standards."

The key ingredient that Plackett is looking for is pride. "Ninety-nine percent of our sailors walk with their heads up and will look you right in the eye. They are very, very proud of themselves, their organization and what they are doing," MCPON said. "The remaining one percent, that ones that won't look you in the eye are out there, too. Walking around, looking at their feet, they're not too crazy about their jobs, rates or anything. These are the ones we have to work with, apply better leadership to and hopefully, turn some of them around.

"I doubt that we'll ever turn everyone around, but we have that obligation to try," he said.

According to the MCPON, responsibility for a person's success rests at all levels of the chain of command. Peers, subordinates and supervisors all play a role in an individual's success or failure.

"You can only progress as far as the people you work with will allow. Now I need to qualify that statement," he

said. "I also think people are only as successful, especially as leaders, as the people who they are trying to lead allow them to be." Successful leadership is a two-way street.

As the Atlantic Fleet master chief, an office he held prior to MCPON, Plackett discovered how the support of those around him helped him to succeed. "They had decided, 'OK, Plackett is our fleet master chief and the guy we're going to follow. We are going to recognize him as a leader.' Once you've earned that respect and recognition as a leader, you can do things, you have an influence. If you say, 'Hey, we need to go out here and do this,' everybody will come on board and say 'OK, let's go do that, good idea.' Then you are successful.

"But you can't be successful unto yourself. You can ping on people, put proposal, proposal, proposal forward, but until you get support backing you, you're never going to be totally successful."

Success is something the master chief petty officer of the Navy is accustomed to. Born April 4, 1937, in Paxton, Ill., Plackett entered the Navy in 1956. Following training at Radioman "A" School, he was assigned to the Naval Control of Shipping Office, Bahrain Island, Persian Gulf.

In 1959, he was assigned to the staff of Commander, Amphibious Force, U.S. Atlantic Fleet, aboard USS *Mount McKinley* (AGC 7). His next tour was in Naples with the Commander in Chief, Allied Forces Southern Europe, followed by duty on the staff of Commander in Chief, U.S. Atlantic Fleet. A second tour in the Persian Gulf was followed with an assignment to the Representative, Commander East Force/Naval Control of Shipping Office. He was advanced to chief petty officer after a tour aboard USS *Forrestal* (CVA 59).

Selected for the Associate's Degree Completion Program in 1971, Plackett graduated from Pensacola Junior College with honors. In 1973 he entered the University of West Florida, where he graduated *Magna Cum Laude* with a Bachelor of Science degree in vocational education. He completed a second tour aboard *Forrestal*, then was assigned as director of the Communications School, Fleet Training Center, Norfolk, Va. While there he was also selected as the command master chief.

In 1979, Plackett was appointed the first force master chief of the Atlantic Fleet Training Command and in 1981 he was selected fleet master chief for Com-

Plackett, left, and Adm. J.D. Watkins.



Photo by JO2 Lynn Jenkins

mander in Chief, U.S. Atlantic Fleet. July 17, 1985, Master Chief Plackett was named master chief petty officer of the Navy.

"I really believe that I was selected as a fleet master chief because of the level of success that the people I was working with allowed me to have," Plackett said. "I felt I was a representative of the people.

"I feel the same way about this job. They pinned a Navy Legion of Merit on my chest for the job I had done as a fleet master chief. I earned that medal through the people," he said.

"The respect and support, once earned, has to be earned all over again with every new job that is taken on. My credibility as a fleet master chief in the Atlantic was not immediately transferrable to MCPON—I had to go back out and earn my spurs once again," Placket said.

How do you earn people's respect? According to MCPON, it's not that hard. Honesty and integrity are the key. Honesty to the point that when you communicate with someone they know you are telling the truth, not tap dancing."

Sometimes telling the truth means telling people things they don't want to hear. "But honesty becomes a by-word. Doggone-it, if Joe said it, then by gosh it must be true, because his personal integrity will not allow him to lie or stretch the truth," MCPON said, his speech mellowed by a comfortable midwestern accent.

Master Chief Operation's Specalist Robert Walker, the third MCPON, inspired Plackett with his openness and honesty. "I saw in him a role model, if you will. At that point I was still a young, hard-charging chief. He was an individual who awakened in me a desire to do better. I never saw him back down from a confrontation. If you're right, you continue going. You have to have perseverance, and he had a high level. That's something I admire in people. I don't like someone who can be turned around in a moment's notice simply because there is an obstacle in the road. There are a number of ways to get around obstacles. Some ways just take a little longer than others," Plackett said.

Laughing at the old joke, the difficult is easy, the impossible just takes a little longer, MCPON said, "I think persever-

The Navy's senior enlisted advisor

Story by JO1 Ron Ostarello

The Navy's senior enlisted advisor billet was created in 1967 to improve communication between the officer and enlisted communities. Sworn in as the Navy's first senior enlisted advisor on Jan. 13, 1967, Master Chief Gunner's Mate Delbert D. Black's job was to serve as the representative for all Navy enlisted men and women.

Recalling some of the joys and frustrations of his first year, Black said, "The Navy didn't exactly know what to do with a senior enlisted advisor. It was left up to me to do the job the way I felt it should be done." One of Black's many accomplishments was to re-designate the job as master chief petty officer of the Navy.

MCPON, the only E-10 in the Navy, wears a third star on the traditional chief's fouled anchor. He is responsible for recommendations involving leadership development, enlisted training, morale, retention, career enchancement and the general well-being of enlisted people. The Navy's highest ranking master chief acts as their spokesperson, confidant and counselor.

MCPON does not routinely get involved with individual cases; he reviews potential precedent-setting cases which might affect other enlisted people Navy-wide. At all times, he maintains and promotes the chain of command and its associated chain of communications.

Travel is a big part of the job. The ability to get out to the fleet, down on the "deck plates," and find out what is on people's minds is one of the best tools MCPON has.

"When the office was first set up, there wasn't anyone who really knew what MCPON was supposed to do. The job has been going through an evolutionary process," said the present MCPON, Master Chief Radioman (SW) William H. Plackett. "But, there are certain traditional things that have emerged as its basic function, such as traveling throughout the fleet to keep in touch with our enlisted people. I take the policies that are being made in Washington to the people, to clarify and explain them. Conversely, I bring Navy men's and women's attitudes and opinions back to the policy makers in Washington. Obviously, if I see something that's gone wrong, I will take a shot at getting it fixed."

But even with all the traveling MCPON does, it's impossible for one man to know how 500,000 people feel. Black understood this problem and, before leaving office, laid the groundwork for the Fleet and Force Master Chief Petty Officer Program. Master Chief Master At Arms John "Jack" D. Whittet, the second MCPON, followed through on Black's recommendations. During Whittet's tenure, 23 fleet and force master chief billets were created. Through the efforts of Master Chief Aviation Structural Mechanic Thomas S. Crow, the fourth MCPON, the number of fleet and force master chiefs was expanded.

Today's MCPON is able to draw on

ance is a characteristic of chief petty officers in the United States Navy. They can do the impossible. Sometimes it takes awhile, but they will get the job done."

A man who sets his goals and then accomplishes them, MCPON sees his present position as limitless in its possibilities. He can ensure that enlisted policies are looked at from the enlisted point of view before they ever become reality. MCPON also sees the office as a resource for both the chain of command and the individual sailor. "It is at this point that you can get the enlisted perspective that is a reflection of the attitudes of people in the fleet," Plackett said.

The master chief did not set his sights on the office of MCPON until after he had been selected as the Atlantic Fleet master chief. "A lieutenant that I worked with in 1976 had written into my evaluation that he thought I would make a good MCPON; the department head thought differently, but that's another story. Three years ago I put in an application for the MCPON job. Billy Sanders was selected, but that's when I found I had the capacity to do the job," Plackett said.

After having been in office for a few months, MCPON Plackett said he doesn't see any glaring problems in the Navy that need to be fixed. He does, however, want to ensure that the quality-of-life packages developed over the last few years remain on track.

Quality of life and enlisted professionalism are MCPON's favorite topics of discussion. "I want to see us, as an enlisted community, round out our professional repertoire. By that I mean we need to develop all elements of professionalism. Our technical expertise has already been established, but we need to do more to develop both formal classroom leadership instruction and create practical leadership opportunities for our young petty officers," he said.

Concern for the enlisted community remains Plackett's number one priority. "I never want to lose the perspective of the fleet sailor. I want to enhance that perspective by adding to it the dimension of knowledge on how the system works, then take that system and apply it to the benefit of our sailors in the fleet." □

—Story by JO2 Lynn Jenkins

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the resources of fleet, force and command master chiefs to help keep his finger on the pulse of the Navy.

To improve this communication link between himself and the fleet, Plackett pushed for a reform to the Command Master Chief Program during his first months in office. The job would no longer be voluntary. "We went to a non-voluntary program because we could not get enough people to volunteer for existing billets," Plackett said.

Although the changes in the CMC Program will not create any new billets, the requirements for entry into the program have changed. Previously, a master chief had to have more than 26 years in the Navy, three years in rate as a master chief, and . . . "La de-da de-da. We took all that stuff away and are looking at the individual," Plackett said. "We're looking for people that we really want in the program."

MCPON explained that what he and the Navy are looking for are younger and more hard-charging master chiefs. "Not younger in the context of years, but in motivation. We want people who are highly motivated to go out there and do a good job in an at-sea billet—master chiefs who are looking for a challenge, looking to go into leadership," Plackett said, "as opposed to those individuals who want to serve in the command master chief program only so far as it suits their individual needs." Plackett said, "We don't want people who say, 'I'm going to get myself a good set of shore duty orders' or 'I'm going to get this job over here where I don't have to work.' That type of people we don't need in the program, we don't want in the program."

What the Navy is looking for is people to fill good, solid leadership billets. "A command master chief should have some experience dealing with people in a number of different settings," Plackett said, describing the ideal command master chief. "My personal way of grading an individual's record would be to look at the leadership traits and characteristics. Can a guy write, speak, how does he communicate with people? Is he effective when he is talking to officers, can he express himself properly? Is there an instructor background there? That's always a big help. We're not looking for college people. We're looking for Navy-educated people. People who have exhibited leadership traits and characteristics that single them out and separate them above their peers. Those are the kinds of people we want in the Command Master Chief Program.

"We want someone who cares about people, who is not reluctant to spend some energy to ensure that the troops are taken care of. Someone who is just a well-rounded master chief petty officer," Plackett said.

Weeding out the master chiefs who don't fit the program and loosening the restrictions will open up the program so that the fleet will be provided with qualified command master chiefs.

"The master chiefs in the fleet think it's a great idea," Plackett said. "I have received very positive feedback, the most common comment being, 'it's about time.'"

Whether finding information, feelings and attitudes of the fleet through his travels or from the fleet, force and command master chiefs, MCPON is able to ensure that enlisted policies are looked at from an enlisted viewpoint before they ever become a reality.

Perhaps the job was summed up best by the first MCPON: "The senior enlisted advisor of the Navy should be an individual who can represent the Navy with pride to the public, yet not lose sight of the real reason for that position . . . the Navy enlisted man." □

Ostarello is assigned to MCPON's office.

MCPON

The issues

The U.S. Navy's performance in the air strike against Libyan terrorists was "outstanding in all respects," said Master Chief Petty Officer of the Navy, Master Chief Radioman (SW) William H. Plackett. Plackett, who spends most of his time traveling throughout the fleet, talking to sailors, finding out what's on their minds, shared the most frequently asked questions and his responses with *All Hands*.

Was the fleet's performance in recent attacks against Libya professional?

I think that our people really showed their true capabilities. They did so in a professional manner. Not by kicking a boy when he's down, but with a surgical incision-like operation to hit the assigned targets. Our people did a superior job. They were ready to do what they were called upon to do . . . in a manner which made the entire Navy proud.

Will the Navy continue to play a role in the President's war on terroism?

We are the most mobile striking force that is available. We are forward deployed at all times. There is no place that's out of our reach. I think that we can look to further use in those roles to project the political aims of this country, whether it pertains to terrorism or not.

What will be some of the effects of the CNO's Personal Excellence Program?

I think in the short term we will see increased awareness on the part of some people as to what their individual capabilities really are. In the long term, I think we're going to see an overall improvement in professionalism. We're going to see more productive people who have a longer career potential and who are much closer in touch with the people around them. It's probably going to take 15 to 20 years, but if the initiative carries on to its logical conclusion, that's what's going to occur.

When is the Navy going to have uniform stability?

Uniform stability is the main objective of the entire chain of command. The Navy is absolutely committed to bringing stability to the seabag. In fact, if I could walk out of this office three years from now and never have made a single uniform change, I would be the happiest man in the U.S. Navy.



We currently have two new uniform items that have been authorized: the undress blue jumper for the male seabag and a set of service dress whites for the female seabag. The female's service dress whites have not been approved, but are in the works. Other than those two uniforms, the only changes deal with quality. What we need is to improve the quality of our existing uniforms.

I also think we need to work within the establishment to try to see that our sailors are properly compensated for the uniforms they do have to buy. The clothing maintenance allowance is not adequate to replace the uniforms we lose through normal wear and tear. The allowance was never intended to offset the total cost, but what is a fair evaluation of how much it should cover? I say we ought to have at least half of the cost covered.

Are service dress khakis coming back?

The survey is back and it's been sent over to the secretary of the Navy. I can't speculate on what the decision is going to be. I would personally estimate that if the service dress khaki does return, it will be as an optional uniform. We don't

have enough room aboard ship to store all the uniforms we do have, let alone provide for another coat—and tie—and trousers—and shoes.

And the chiefs in the Navy don't want it. That's the feeling of the majority of the chief petty officers that I've talked to. Unfortunately, the survey didn't reach all those guys.

Are surveys and wear test programs really a good indicator of what people want and how good a product really is?

The problem with any survey (because of economic constraints) is that you have to do it over such a small population. On the other hand, there were five hundred copies of the khaki survey distributed to each of our uniform-prescribing area coordinators. The survey reached a pretty good sampling of chiefs and officers.

When you get into wear tests, you're generaly talking about a small number of uniforms for a small number of people. For instance, with the female dress whites, we are wear-testing only 200 on each coast. That's a very small number. The data that comes from these tests is the baseline on which all of the decisions will be made.

Are sailors generally satisfied with their base pay and benefits?

On the list of dissatisfiers that cause people to leave the Navy, pay is currently number six. The questions I'm hearing now about pay are primarily about the effects of Gramm-Rudman.

What I'm telling people is, whether or not Gramm-Rudman goes into effect, we're probably going to end up having to live with budget cuts over the next few years to bring down the federal deficit. But that impact is hopefully going to be minimal on our personnel programs.

We cannot have retention drop if we're going to man up and go out with 600 ships. The commitment of the Navy's leadership at this point is to protect as thoroughly as possible all personnel-related programs.

The uncertainties are there. One of the provisions of Gramm-Rudman is that it comes into play only if the President and the Congress can't agree on a budget below specified target levels. Gramm-Rudman will come in and dictate where the cuts will be and how deep. Obviously, if that happens the cuts will be across the board. That means *all* programs regardless of what they may be, with the exception of social security and some disabled veterans payments, would be cut. We would take cuts from ship building, from military construction, from all our personnel accounts, whether it be PCS or pay—whatever.



But you've got to believe that we'll work as hard as we can to prevent that from happening. The chain of command is not going to sell us out on this thing. No one wants those cuts. To get into a bunch of speculation about what and how much is going to be cut is kind of foolish at this point. We don't really know.

The projections are there and some of the projections are pretty grim. But I prefer to be an optimist. There's always something good about every situation, no matter what it might be. Just like dealing with people, there's always some good in everyone. It's just up to you to bring the good out in them if you can.

Will Gramm-Rudman have any impact on the Navy's retention?

Our readiness is high and I don't believe that we're going to be forced into a position where our readiness is going to suffer significantly. If anything happens to trip that delicate balance to the other side and retention starts dropping off, then readiness will drop. There is a direct correlation between the two.

Will any new retirement package affect people already in the military or retired?

There's a grandfathering clause in the appropriation bill to cut retirement monies. It said that those on active duty as of the date of enactment would be retired under the program in which they entered the Navy. So, in essence, everyone is grandfathered. However, we have an obligation to future generations to ensure that we get the best possible retirement package for them that we can. We can't just back off.



Does the fleet perceive medical benefits as being reduced, and are they in fact being reduced?

There's a lot of concern in the fleet about medical benefits as a result of the changes in the rules and regulations ensuring quality health care to everybody who is seen by a Navy physician or in a Navy facility. Some of those steps that have been taken have resulted in fewer patients being able to be seen during a normal workday. Under the prioritization of who gets seen first, retirees get cut, then dependents. We're seeing more and more dependents and retirees referred out to CHAMPUS. Individual costs must be born by the sailors. This is not desirable because our health care has been traditionally computed into our total compensation package. But it's no longer there. So now it's an expense out of pocket that we have not been compensated for. The Navy and the Department of Defense is very heavily involved in investigating alternative health care methods. We need to ensure that we will be able to care for those who need health care, whether they be a dependent, on active duty or a retiree. I think you're going to see some changes here in the next 12 months in the way we do business regarding medical care for our active duty and retired force.

What about dental care for active duty and their dependents?

In the last authorization bill we had a new dental package to cover routine dental health care for dependents. This was scheduled to be developed and put into place on Oct. 1, 1986. It's still on track.

The media has really hyped up the question of AIDS testing in the military. Have you been receiving a lot questions from the fleet on AIDS?

I haven't received an inordinate number of questions, but there's a lot of concern about AIDS testing and the ramifications of it. I think the Navy has come up with a very sound policy that is deliberate and is going to keep everyone from making a lot of knee-jerking reactions. The concerns, I think, have all been answered by the Navy's message that went out on HTLV-III testing.

What we have is a very formidable task in educating the Navy's population on what a positive HTLV-III test means. It doesn't mean an individual has AIDS. It simply means that within their blood an anti-body to the AIDS virus is present and that individual is carrying a virus. Like Hepatitis B virus, which a number of us carry around, it may never become active. The Navy says if an individual tests positive, but the immune system is shown to be sound, the individual will be returned to duty and monitored on a continuing basis. Confidentiality is going to have to be an important part of it.

There is no contagiousness at this stage. The AIDS virus cannot be transmitted by casual contact, living together in the same berthing compartment, shaving out of the same wash basin in the morning and so on. With this type of casual contact, the chances against contracting AIDS are astronomical, but that goes back to proper education. We in the Navy need to do away with the hysteria that is present in our culture. I think once people realize that practically all of the cases are transmitted by homosexual activity, through blood tranfusions or through intravenous drug abuse, they'll realize that the opportunity of contracting even the virus is very, very small.

All blood is now routinely screened for the HTLV-III anti-body. We need to educate our people to remove whatever stigma is attached to AIDS and the HTLV-III test.

Is the Navy "witch hunting" drug abusers, homosexuals, etc., by testing for the HTLV-III virsus?

No way. The test is not intended to ferret out or "witch hunt" homosexuals, drug users or anything of that nature. We're going to find those people one way or another anyhow. To go to something this elaborate is kind of far-fetched.

One of the reasons for testing for the anti-body is to ensure that we have a "clean walking blood bank." The biggest assest we have in controlling battle casualties is the fact that we can immediately perform direct blood transfusions. We must have an uncontaminated walking blood bank to meet our requirements in time of war.

What is OPTEMPO and how will it affect the average fleet sailor?

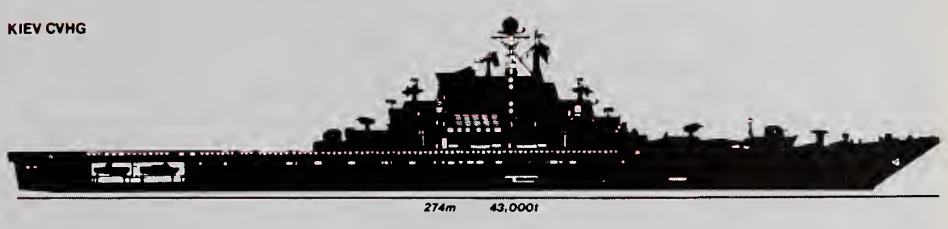
The Navy has a new move on to reduce the OPTEMPO to the point that ship and squadron deployments will be kept to a maximum of six months, and that's six months from portal to portal. It is a program that's been worked on for quite some time as a direct response to the number one dissatisfier on the list of why people leave the Navy: too many, too long family separations. This initiative was announced last November by the CNO and the secretary of Navy and has been very well received in the fleet. It's a positive step forward to keeping our ships in their homeport more of the time. □

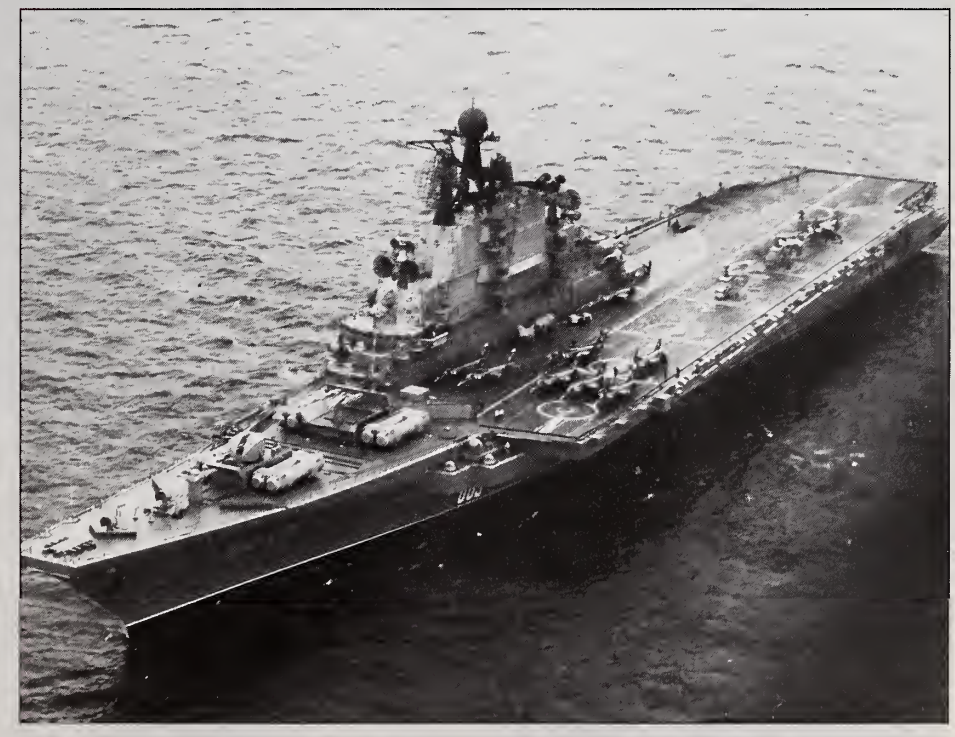
—Story and photos by JO2 Lynn Jenkins

Guided Missile V/STOL Aircraft Carrier (CVHG)

KIEV Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands *is presenting this, the first in a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*





The *Kiev* is the largest combatant class yet completed by the Soviet Union. *Kiev* became operational in 1976, *Minsk* in 1978, *Novorossiysk* in 1983 and a fourth is fitting out.

Displacement: 37,100 tons
Length: 273 meters (910 feet)
Propulsion: Steam turbines, over 32 knots
Main armament: Four twin SS-N-12 launchers (24 missiles)
Two twin SA-N-3 SAM launchers (72 missiles)
Two twin SA-N-4 SAM launchers (40 missiles)
One twin SUW-N-1 ASW launcher
Two twin 76-mm dual- purpose (DP) gun mounts
Eight single 30-mm Gatling guns
Aircraft: Approximately 30: Yak-36 FORGER V/STOL aircraft and Ka-25 HORMONE/HELIX helicopters

This class is considered the first Soviet "aircraft carrier," with the flexibility to deploy a mix of fixed- and rotary-wing aircraft for a number of missions. The *Kievs* are the first ships since the *Kynda* class CGs to carry reloads for their missile system. For ASW, the ships each have a twin- armed ASW rocket launcher, two additional rocket launchers, and torpedo tubes, as well as hull-mounted and variable-depth sonars.

The *Kiev* class features a starboard "island" superstructure and an angled flight deck, but the lack of catapults and arresting gear limits the *Kiev* to operating helicopters and vertical/short take-off and landing (V/STOL) aircraft. Aircraft observed aboard the *Kiev* class to date are the *Forger* A and B fighter-bombers as well as *Hormone* and *Helix* helicopters.

Kiev is based in the Northern Fleet, while *Minsk* and *Novorossiysk* are based in the Pacific Ocean Fleet.

It is unlikely that more *Kievs* will be built after the fourth is completed, since a much larger carrier class is now under construction at the Nikolayev Shipyard on the Black Sea, which also produced the *Kievs* and the earlier *Moskva* class ships. □



Looking into knee problems

More than just a passing fad, physical fitness has become a way of life for many people. And in many cases, the pain and immobility brought on by injuries have also become a way of life. Knee injuries are among the most common problems suffered by athletes at all levels.

In the past, surgery to correct knee problems meant a painful open-knee operation followed by a long hospital stay. The rehabilitation period was even longer, and the procedure left a large scar.

Today, modern science allows doctors to look directly into a patient's knee without opening it. An arthroscope—a shaft containing glass-coated fibers and a series of magnifying lenses—is used to beam an intense cool light that relays a magnified image of the joint's interior to a television monitor. This gives the surgeons a clear view and easy access to most areas in the joint.

According to Lt.Cmdr. David E. Brown, head of the sports medicine services in the department of orthopedic surgery at Naval Hospital, Bethesda, Md., the arthroscope's projected image is clearer than what can be seen with the naked eye. "I know exactly what is going on in the knee. The arthroscope is much more accurate."

The procedure, called arthroscopy, can be diagnostic and, if the case warrants it, corrective. After a local anesthetic has been applied, the surgeon makes tiny incisions, no longer than half an inch, around the knee. The arthroscope is inserted in one incision while a sterile saline solution used to slightly distend the joint is injected into another incision.



Virtually painless—believe it or not. Dr. David Brown prepares to insert the arthoscope. With understandable interest, Capt. Matthew Small, the patient, watches his operation on the television monitor.

With the arthroscope inside the knee, the surgeon is able to make an accurate diagnosis. If the problem can be corrected by arthroscopic surgery, the doctor will continue the procedure and insert small instruments through the third incision. The diagnosis may be that nothing need be done or that open knee surgery is required to repair the damage.

Removing a torn or split piece of meniscus (a fibro-cartilage within the knee), shaving a rough, eroded surface on the patella (knee cap) and in some cases even repairing torn ligaments are examples of knee repairs that once required open knee surgery but can now

be done using the new arthroscope.

"This is a fabulous new tool," Brown said. The Navy started using the technique in 1980 and, according to Brown, most naval hospitals are equipped to perform arthroscopic surgery. Because the procedure is fairly new, not all its uses have been fully realized. "Two years ago I wouldn't have believed we could do ligament repairs through the scope," Brown said. "Now, in some cases it is possible to repair even completely torn ligaments using arthroscopy."

Arthritis is another common joint ailment that can sometimes be helped using the new procedure.

The greatest benefits of arthroscopic surgery are to the patient. Because the procedure usually requires only a local anesthestic, a patient is in the hospital only one or two days. And because of lack of trauma to the knee, recovery time is usually quite short.

According to Capt. Matthew Small, a recent arthroscopy patient at Bethesda, the operation was "a fantastic experience . . . considering it was surgery." Small said, "I really enjoyed being able to watch the monitor and see what Doctor Brown was doing. I also enjoyed having Doctor Brown talk me through the surgery. The operation looks more painful than it really feels."

Small, usually a physically active man, was unable to participate in any sports for two months before his surgery; but only two weeks after the operation, he was back on the roads jogging. "I'm certainly not up to five miles yet," Small said. "But I think that it's more because I'm out of shape from being laid off for two months, than because my knee bothers me. I would have started running sooner after the operation, but the weather was so bad, I decided to wait."

Small said he was impressed with how little time the actual procedure took (45 minutes) and with the lack of pain afterwards. "My knee didn't even bother me enough to take the pain medication Doctor Brown prescribed." While waiting at the hospital for his wife, Small walked down to the pharmacy and the hospital's galley for lunch just an hour after surgery.



According to Brown, Bethesda surgeons perform about 30 arthroscopic knee surgeries a month. The initial cost of the equipment is high, he said, but the Navy is able to save a lot of money in the long run because the procedure is simpler, the patient's stay at the hospital is so much shorter, and patients return to duty more quickly. Arthroscopy is a simple procedure, but because of triangulation it requires a lot of practice as an assistant before a surgeon becomes qualified to perform the operation. Triangulation is the term used when referring to the hand/eye coordination involved in looking at a monitor to watch what your hands are doing. "It takes a surgeon about 200 cases as an assistant to feel comfortable with the procedure," Brown said. "Once you have gotten the feel of it, it becomes almost second nature."

As more and more Navy men and women make regular physical workouts part of their daily routines, they can be secure in the knowledge that medical technology is keeping pace. □

—Story and photos by JO2 Lynn Jenkins





Far left: The antiseptic flows as a corpsman prepares Small's knee for surgery. Left: The small punctures from inserting the instruments into the knee are the only incisions made during arthoscopic surgery, unlike open-knee surgery which requires major incisions to expose the knee joint. Below: Dr. Brown and his assistants watch the television monitor to see inside the patient's knee.



NAUTILUS
Home at last

Photos by JOC(SS) Pete D. Sundberg















The *Nautilus* Memorial and Submarine Force Library and Museum were opened recently at Naval Submarine Base, New London, Conn. The new 14,000-square foot facility is dedicated to the United States' proud submarine heritage and is the official repository of submarine artifacts, memorabilia and information. The famed *Nautilus*, the Navy's first nuclear-powered submarine, is berthed at a pier adjacent to the museum.

The memorial and museum are open to the public at no charge, and visitors can see working periscopes, a submarine control room and models depicting significant developments in submarine design. Several midget submarines and an early U.S. research sub are on display. Two mini-theaters feature films on the history of *Nautilus* and the submarine force. □

Sundberg is assigned to FltAVCom.

Picking up the pieces

Catastrophes spotlight salvage community



Jan. 28, 1986 was a bitterly cold day in Norfolk, Va.—the kind of day that makes sailors turn their peacoat collars up, keep their heads down and swear a lot. A cold knife of a wind, gusting up to 35 miles an hour, whistled across two inches of accumulation from the previous day's snowfall and made even the meager 24-degree temperature reported as the day's high seem like a bald-faced lie. Still, it was one of the best days the area had seen in some time. At least the sun was shining.

USS *Preserver* (ARS 8), a 43-year-old salvage ship, was moored at Naval Amphibious Base Little Creek. Around 11:30 a.m., crew members unfortunate enough to have jobs on the weather decks hurried toward the warmth of the mess decks to join their shipmates for the noon meal.

The ship was scheduled to get underway in the next few days to take a decommissioned landing ship in tow to Mobile, Ala. It was just another of the routine assignments that are facts of life in the Navy's salvage community. Little did they know that the events of the next half hour would lead to their involvement in the largest and most highly publicized salvage operation in recent memory.

Just before noon that day, the space shuttle *Challenger* was destroyed in a fiery explosion shortly after launch from the Kennedy Space Center in Florida. Lt.Cmdr. James Devlin, *Preserver*'s commanding officer, was waiting for his squadron commander when tragedy struck *Challenger*. Devlin hadn't paid much attention to the launch; shuttle liftoffs had become routine to most Americans. He was shocked when the commodore came aboard for a working lunch and brought with him the stunning news of the failed launch. As the two men dined in the ship's tiny wardroom and watched televised replays of the disaster, they shared expectations that *Preserver* would receive immediate orders to assist in what would certainly develop into a massive salvage operation.

Crew members huddling around television sets down below shared the same expectations. If it had been their decision to make, their ship would probably have







Navy salvage divers must bring vigilance, strength and skill to their duties; without teamwork and complete knowledge of one's tools, the job won't get done.

been steaming toward the space center that same day. But it wasn't their decision. A few days later, Devlin and his slightly disappointed 85-man crew found themselves heading toward the open sea, as previously scheduled, with that old landing ship trailing behind. But confidence remained high. Devlin and his crew still felt their ship would get the call. They just knew it.

In recent years, Navy experts have been called on to assist in just about every major salvage effort that has taken place in the free world. Navy salvage teams spent months raising sunken hulks to reopen the Suez Canal in 1975 following the Arab-Israeli War. They also picked up the pieces following the 1982 crash of an Air Florida airliner into the icy waters of the Potomac River in Washington, D.C. The services of Navy salvage experts were called on following the 1983 Soviet downing of a Korean Airlines 747 in the Sea of Japan and the 1985 terrorist bombing and subsequent crash of an Air India jumbo jet in the North Atlantic.

As a member of the naval reserve force that does not normally deploy overseas, *Preserver* had primary responsibility for salvage operations along the East Coast. Everyone aboard knew that *Preserver* was the most likely candidate if a Navy ship was going to be called on to participate in the *Challenger* recovery effort. And the crew was eager to get into the action.

Although members of the Navy's salvage community regret that such tragedies occur, none will deny a desire to be involved in the salvage efforts that result. After all, operations following such disasters are often the most interesting and challenging aspects of their profession. It's a bit more exciting than some of the usual assignments Navy salvage ships are tasked with—like towing decommissioned ships to their final mooring or recovering lost anchors.

Those routine assignments are important, but Navy diving and salvage takes on special significance when related to catastrophe. It also seems to be appreciated more at those times. Many divers will tell you that it was more than coincidence that a major increase in dive pay they'd been after for several years came right on the heels of the highly publicized Air Florida salvage operation.

Yes, *Preserver*'s crew was looking forward to an exciting and professionally rewarding assignment like the *Challenger* operation. What's more, their route to Mobile would take them right past the salvage area.

As Devlin and his crew steamed slowly south, Capt. Charles Bartholomew, the Navy's superintendent of salvage, was already on scene near the Kennedy Space Center. The phone in his office just outside Washington, D.C., had started ringing about two minutes after *Challenger* went down. The call from NASA was expected. The superintendent of salvage's office has a working relationship with NASA that dates back to the early 1970s,

when the Navy was asked to develop the process for retrieving the solid rocket boosters. So when *Challenger* was destroyed, NASA naturally turned to the Navy for help.

The first few days following the disaster were absolute chaos. The Coast Guard, assisted by USS *Guam* (LPH 9) and USS *Dewey* (DDG 45) and aircraft from Patrol Squadron 24, conducted a surface search. A presidential commission was formed to investigate the tragedy, and the news media, like an army of ants, covered everything and anyone related to the accident.

It was the worst disaster in the history of manned space flight and everyone wanted answers. Those answers could only be obtained by recovering the debris that had fallen into deep blue waters off the Florida coast.

Bartholomew jumped at the opportunity to assist and was in Florida helping NASA get organized even before the Navy was officially tasked with responsibility for the salvage operation.

"Navy diving and salvage is kinda like a fire station—you maintain the fire house and when a fire starts, you've got to go for it," he said later, explaining that most of the time the salvage community is involved in less glamorous tasks like developing improved salvage and diving equipment or techniques.

"There is plenty to keep us busy without these things happening. But this is what our business is all about," he added. "It's a lot more challenging being (involved with an operation like this) than pushing paper in Washington."

By the time formal tasking came down from the Chief of Naval Operations, Bartholomew had already mapped out a strategy that called for a basic three-phase salvage operation—search, classification and recovery.

Salvaging *Challenger* would be a massive undertaking since the shuttle was several miles in the air when it broke up. The resulting debris had scattered over an area that search vessels using special sonar "narrowed down" to about 420 square miles. Nearly 700 contacts were identified in waters just off the Florida coast, in depths ranging from less than 100 feet to more than 1,200 feet. A wide variety of assets was needed to handle a job of that magnitude.





Master Chief Engineman James Starcher (above right), Preserver's master diver, was a key member of the salvage team that sought to bring up every identifiable fragment of Challenger from the floor of the Atlantic onto the deck of Preserver. Heavy lifting tackle was required to haul the rocket engine wreckage aboard.

More vessels with side-scan sonar were needed for the continuing search effort. Ships with manned and unmanned submersibles that were rigged with video and still photography equipment were needed for the tedious task of classifying contacts in water too deep for divers. The actual recovery process required ships rigged for heavy lifting in the deep water where most of the larger pieces of debris were believed to have landed. Early in the operation, the Navy's nuclear-powered research submarine NR-1 and its support ship USS *Sunbird* (ASR 15) joined the search.

Most of the other assets needed for the operation were obtained through civilian contractors. The only thing missing was a diving and recovery vessel for shallow



water areas. Bartholomew could have probably gotten one through contractors as well. But why should he when Navy divers could do the job just as well, if not better? He turned to the Atlantic Fleet.

Preserver was about a week out of homeport and 60 miles north of Mayport, Fla., when Devlin received the message: His ship would get its chance to assist in the *Challenger* salvage operation. It was around sunset as Devlin passed word of the assignment to the crew over the 1MC. As he spoke, Devlin noticed the officer of the deck pointing frantically at something just off the port bow.

Devlin slowed his ship then swung it around in a wide circle, so as not to be run over by the vessel in tow. The crew then plucked the object from the sea. It was a piece of the nose cone from one of the shuttle's solid rocket boosters. They were off to a good start.

Making best available speed, *Preserver* proceeded to Mayport to disengage the tow and off-load their find, then continued on to the salvage area further south. When they arrived at Port Canaveral, near the Kennedy Space Center, *Preserver*'s divers were whisked ashore for an exhaustive briefing, which included familiarization tours of a space shuttle and its various components. The ship left port early the next morning. Recovery of the space shuttle's crew compartment and the remains of *Challenger*'s seven astronauts was number one on the priority list.

During the first few weeks of the operation, *Preserver*'s diver team—augmented by members of Mobile Diving Unit 2 out of Norfolk and Fort Story, Va.—investigated numerous contacts. The elements, however, were hardly cooperative. On the surface, operations were hampered by high winds and choppy seas. Underwater efforts were restricted by visibility so poor that the divers could barely read their depth guages. They spent many days on their hands and knees feeling around for debris. There was also the Gulf Stream current to contend with.

"The current was so strong that it was like walking around in an underwater hurricane," said Devlin, who recalled having to keep his head down, as if fighting a strong wind, so as not to be swept away.

Even under these conditions, *Preserver*'s divers managed to recover several key components from *Challenger*'s cargo bay during their first few days on scene. The ship's periodic returns to port were spotlighted by members of the news media, who were hungry for anything related to the shuttle disaster and the fate of its crew.

The Navy—which most people think of as heavily armed submarines, destroyers and aircraft carriers—suddenly had a new representative. A modest little ship that chugged along at about 12 knots at best and had no armament to speak of, was the focus of national attention. But headlines were the furthest thing from the minds of *Preserver*'s crew. They had work to do.

"We're down here to do a job, not to

get our names in the paper," said Engineman 1st Class (DV) Joe Meserve. But he admitted that there were some benefits to the publicity. "Your family can't relate to a lot of things we do in the Navy. But with something like this, they can say, 'Yeah, my dad's out there' and understand why."

Back on site, the work went slowly. Days passed. Then weeks. Divers continued to haul up wreckage, including the shuttle's three main engines, but there was still no sign of the crew compartment. Uncertainty set in. Perhaps the crew compartment was totally destroyed. Perhaps it had fallen in a different area. Perhaps they would never find it. Perhaps . . . .

Then late one afternoon the skipper and a civilian diver from one of the other diving vessels operating in the area set out toward *Preserver* in a small boat. They had found something. They couldn't confirm it, but the diver felt certain it was the crew compartment. He had seen what looked like a space suit in a large clump of debris. Their vessel wasn't rigged for recovery, however. That's what *Preserver* was there for.

Preserver got to the site about 30 minutes before sunset, just enough time to get two scuba divers into the water. But the light was fading. Confirmation of the find would have to wait until morning. The divers aboard were excited at the prospect of having found the crew compartment, but they didn't openly discuss what they were likely to encounter inside—the remains of the shuttle astronauts. It's not something they enjoy talking about.

"It's not uncommon in our business to have to deal with something like that," explained Master Chief Engineman James Starcher, *Preserver*'s master diver. "There's no special training to prepare you for it. It's just something each man has to learn to deal with in his own way."

Many of the same divers involved in this operation were aboard *Preserver* last January when it was tasked with recovering an Air Force C-130 that had crashed off the coast of Honduras, he added. Twenty-one bodies were recovered in that operation.

The divers and much of the crew were on deck at first light the next morning. They were greeted by one of the best diving days of the entire salvage operation. The seas were calm and visibility excellent. Maybe their luck had returned.

Two divers went into the water to confirm the find. Sharks and other fish swam near the weighted divers as they walked across the flat coral sand bottom toward the crumpled wreckage. They got all the confirmation they needed when they looked inside and could read the nametags on the astronauts' blue flight suits. This was it. The uncertainty was over.

Judging by what the divers could see, it would take more than three weeks to clear all the debris. The first priority, however, was recovering the remains of America's fallen heroes.

A solemn mood fell over the ship as the first of the remains were placed in flag-draped caskets on *Preserver*'s fantail. Devlin ordered the ship's ensign lowered to half-mast, then stationed an honor guard around the caskets.

"I felt as if we were returning fallen service members," Devlin said later. "Every one of them rated an appropriate ceremony for giving their life for their country."

Much of the media interest in *Preserver* and the salvage operation waned with recovery of the crew compartment. The job, however, was far from complete. NASA wanted as many pieces of the *Challenger* puzzle recovered as possible, especially a joint from the right solid rocket booster that was believed to have caused the explosion. Other Navy units completed a large part of the remaining work.

During a 10-day period underwater, NR-1 investigated nearly 300 sonar contacts and found 22 pieces of the shuttle's solid rocket boosters. Their finds included a piece from the right side with a large hole burned through it. USS *Opportune* (ASR 41) and USS *Kittiwake* (ASR 13) joined the small armada of salvage vessels and recovered additional debris. Other Navy vessels that participated in the salvage operations were: USS W.S. *Sims* (FF 1059); USS *Aubrey Fitch* (FFG 34); USS *Sampson* (DDG 10); USS *Koelsch* (FF 1049); and USS *Underwood* (FFG 36).

The fanfare is over, but the search continues.

The role Navy ships and crews played in the *Challenger* salvage operation gave a unique Navy profession a moment in the sun. But they don't fool themselves. They know their profession will once again go largely unnoticed—until the next catastrophe. □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Perry E. Thorsvik

A scorched and corroded fragment of the shuttle's right wing, recovered by USS Opportune.



The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, *All Hands* presents a short review of articles that appeared in previous issues.

10 YEARS AGO—June 1976

• More than 10 tons of disaster relief materials, contributed by U.S. Navy people stationed in Naples, Italy, were delivered to the town of Udine in northern Italy, scene of a recent earthquake. Baby food, milk, fruit juices, tents and blankets were flown by Navy C-130 aircraft from Naples to an Italian air force base, then transported by truck to Udine. The materials were paid for by the U.S. Navy community through cash contributions. Gifts of toys and games from U.S. schoolchildren in Naples supplemented the shipment.

• In a project fraught with almost as much uncertainty as the original 18th Century sea battle, a historical foundation announced plans to locate and retrieve portions of *Bonhomme Richard* which was sunk in the North Sea off England's Flamborough Head following John Paul Jones' victory over HMS *Serapis* in 1779. The three-year international effort by the Atlantic Charter Maritime Archaeological Foundation was headed by retired Navy Capt. Wayne L. Zimmerman.

20 YEARS AGO—June 1966

• Nuclear power is now bringing a constant supply of fresh water to the South Pole. The first U.S. desalinization plant ashore which derives its electrical power from a nuclear reactor has produced fresh water from the sea at McMurdo Station, Antarctica. Both the nuclear power plant—which also supplies heat to the Antarctic outpost—and the desalinization plant are operated by Seabees.

• Two more nuclear powered fleet ballistic missile submarines have recently joined the fleet. The *Polaris* submarines *USS George Bancroft* (SSBN 643) and *USS James K. Polk* (SSBN 645) were commissioned at Groton, Conn., bringing the total FBM subs in commission to 35.

40 YEARS AGO—June 1946

• In Tsingtao, China, U.S. Navy men are running basic and operational training schools for Chinese sailors. At that North China port, the U.S. Amphibious Training Group, under Capt. John L. Keating, is training 800 enlisted men and 100 officers attached to the Chinese naval training center.

• All searches for persons missing in the Pacific Ocean areas as a result of World War II have been completed by the Navy. The searches, which began coincidentally with the Allied offensive in the Pacific, covered every land mass, island and atoll in the area. Naval casualty records show no instance of any person's being found alive in these searches, although the graves of U.S. flyers were discovered on a few islands. □



The men behind



the headlines



Story by JOC Dave Lee and PH2 Chris Holmes

In response to a pattern of terrorism against U.S. citizens, culminating in a bombing at a West Berlin nightclub in which a U.S. soldier was killed, President Reagan ordered U.S. forces into action. Aircraft from USS *America* (CV 66) and USS *Coral Sea* (CV 43), on station in the Mediterranean, and Air Force bombers based in Britain were directed to strike military and terrorist training facilities in Tripoli and Benghazi, Libya.

***Operation El Dorado* took place in the early morning hours of April 15.**

Flying in on a high-speed, low-altitude approach, 12 Navy A-6Es from *America* and *Coral Sea* struck the Benina airfield and the military barracks at Benghazi. Hundreds of miles to the west, 13 Air Force F-111Fs struck the Aziziyah barracks, the Sidi Bilal terrorist training camp and the military airport in Tripoli. Navy A-7s and Navy and Marine



Operation El Dorado

Corps F/A-18s fired *Shrike* and HARM missiles at Libyan surface-to-air missile sites in both cities, supressing the threat of those SAMs to the attacking planes. Navy E-2Cs, Navy and Marine Ea-6Bs and Air Force EF-111s provided electronic countermeasures and command and control support. Navy F-14s flew fighter support, with the F/A-18s available to assist if necessary. The Libyans, as it turned out, did not launch aircraft to engage the U.S. forces.

All the U.S. aircraft launched, tanked, rendezvoused and began their attacks in total radio silence. At night. With no moon.

The attack, planned for months, actually lasted only about 20 minutes, from beginning of the electronic countermeasures to the confirmation that all Navy and Air Force aircraft had reported "feet wet"; that is, over the ocean and away from Libyan shores.

One of the Air Force planes, with two











men on board, was lost in the operation.

That is a bare recital of the facts of the operation. But what actually went on? What did people see? What were they thinking? What was it like to be there?

One enlisted man, who had been on watch in *America*'s combat information center during the strikes, said, "I'm glad we did *something*." Another said, "I'm sorry it had to happen, but it was the only thing for us to do." One of them added a comment, agreed to by the others, that "if that half-hour run put off a terrorist attack for three months, it was worth it. If it saved another 100 people from being injured by terrorists somewhere, it was worth it."





Whether handling air-to-air missiles, standing the fire watch, or prepping cockpits, a lot of people worked long hours before the aviators could man their aircraft and line up for launch.

Rear Adm. Jerry C. Breast, commander of the *Coral Sea* battle group, said, "Since about December 27, we have been involved in tremendous planning and preparation." Dec. 27 was the date that terrorists opened fire in the Rome and Vienna airports, killing several people, including an American girl. Breast continued, "We would have been very frustrated if we had gone home after months of preparation and felt that the mission needed to be done, and we never launched to do it."

Rear Adm. Henry H. Mauz, commander Battle Force 6th Fleet and officer in tactical command of the operation, said his reaction to receiving the order to execute was one of relief. "We've been ready for this kind of thing for a long time. We were happy to get on with the job at hand."

All the preparations were made, right down to the slogans U.S. ordancemen often paint on their bombs—"To Muammar: For all you do, this bomb's for you" and "I'd fly 10,000 miles to smoke a camel"—as examples.

The pilots and air crews, almost none of whom had ever been in combat before, spoke of their reactions. An A-7 pilot on *America* said, "I was excited. This is what I've been training for since I got out of the Naval Academy. This is what I train for every day."

An A-6 pilot on *America* said, "They always say it's true, but I was really surprised at how nervous I was, going up and pre-flighting the jet. But once I got strapped into the cockpit—you know, it's almost like a womb when you get into the cockpit, you're so familiar with your surroundings, it's so comfortable . . . the glow of the lights is comforting, the hum of the engines—there was no more nervousness. The fact that we were doing something that's a little more dangerous than usual didn't occur to me. It was like business as usual."

A fellow A-6 pilot on *Coral Sea* said, "I think probably the overriding feeling, there in the ready room, was that everybody was pretty scared. We didn't have any idea of what to expect when we got across the beach. We hadn't flown against the Libyans in the air-to-ground mode before, so we really didn't know how good they were, . . . or whether or not they were going to be ready for us." Another *Intruder* pilot from *Coral Sea* said, "When we first got the call—I've never had combat experience before—I was scared . . . . But I think part of that fear helps you concentrate more to keep yourself alive. Once we got in the cockpit, it was all procedures after that." A squadron-mate echoed that, saying, "It was almost a relief getting into the cockpit. You kind of calmed down."

Then, after completing preparations and last-minute briefings, the flight crews rode the catapults into the blackness and silence.

The mission commander from an *America*-based E-2C described what he saw when Air Force, Navy and Marine aircraft moved silently into position on the tracking screens. "The excitement really started coming to a high tide when we actually started picking up the people on our systems, when we started seeing these guys coming in from the western Mediterranean. . . . One of the most incredible things I've ever seen is that large number of Air Force aircraft come in. Their timing was incredible—right on the money, within seconds of when they were supposed to be there."

What did the air crews see over the targets? What went through their minds?

An F/A-18 pilot on *Coral Sea* who flew support over Benghazi said, "I felt real good when I saw the lights of the city. If the lights were out, we were in trouble. And it was all lit up like Norfolk or Jacksonville or any other major city."

An A-6 pilot from *Coral Sea* who flew into the Benghazi region said, "I was coming inbound. It was real dark, and as we proceeded to 'feet dry' over the beach, the first good feeling I had was looking up and seeing the HARMs going off the airplanes on time. Shortly after that, off in the distance, we could see the bombs hitting the various targets and lighting up the sky.... Once we proceeded inbound to the target, there were a couple of SAMs launched, but as far as I could tell, nothing was guiding.... A couple of guys were lit up, we were lit up, so they were looking for us, and they were shooting at us, but as far as I could tell, they weren't guiding."

Most of the pilots said that once the strikes started, they were too busy doing their jobs to do much impression recording.

As an *America*-based *Intruder* pilot put it: "I don't remember what I thought, I remember what I saw. The thought process was just automatic. Part of the brief, before we took off, was the comment that 'this is the best flying you'll ever do,' and it was. The training and experience and the preparation—it just came naturally. The flying was just secondary. You didn't have to think about putting the airplane some place, you just did it."

Back on the ships there was tension—and a lot of waiting. Breast said, "I wanted more information.... But, fortunately, the pilots and the air crews were primed and by doctrine were not supposed to communicate except in extraordinary situations. There were no extraordinary situations."

According to one sailor who worked in *America*'s combat information center during the operation, "There was a lot of professionalism. Suddenly, it wasn't hard to keep your mind on the job." Another added, "The teamwork really pulled together. During exercises, things tend to foul up now and then—when it was for real, everybody came together.... Problems that might have slowed us down before, we either fixed or worked around and kept on going."

One of the biggest concerns to those on the ships was, "would they all come back?" Capt. Richard C. Allen, *America*'s commanding officer, described the feeling on his ship: "The people who we launch are our friends, they're shipmates, they're citizens. You fire them into a combat environment, you know they're going to get shot at, and there's that natural doubt, that question: 'My God, how many of these guys are going to come home?' You train well, you acclimate your mind to it, you launch the professionals, because that's what they are, and you give them a high opportunity for success. You have every confidence in their abilities, but still there's a question there—will they come home?"

Capt. Robert H. Ferguson, skipper of *Coral Sea*, said he made a 1MC announcement after receiving word that all Navy and Marine aircraft were safely away from the target areas. "You could feel the ship vibrate with the enthusiasm and confidence that they had done a good job," he said.

Among the images evoked a few days after the fact, and one of the most telling, was of two men, miles apart—one a soft-spoken man on *America* monitoring the actions of his fleet, the other a young ordnance handler on *Coral Sea*—both haggard from worry and lack of sleep, and both staring quietly into the night and silently counting each aircraft as it returned, just to make sure, personally, that they all came home. Vice Adm. Frank B. Kelso, commander 6th Fleet, described his reaction to the last "feet wet" report: "I guess for my own part, I wanted to make sure they all landed, to count them to make sure that the re-





After the rush of activity that supported the air strike launch, those back on the carriers could only wait until each aircraft returned and was safely tethered to the deck.

port was accurate." The *Coral Sea* ordnance handler said, "I stayed up all night and counted them as they came back, so I knew . . . . It's like a family out here, you might say. You just don't like to lose any of your shipmates."

No one liked to dwell on the loss of the Air Force aircraft. Mauz said, "I will say that the one tragedy in the whole thing was losing the F-111." The mission commander of the *America*-based *Hawkeye*, who controlled the Air Force egress out of Tripoli, spoke quietly but emotionally of his "feeling of helplessness that we couldn't pluck that F-111 out of the fog."

The air crews and senior commanders were all lavish in their praise for everyone involved in *El Dorado*. Adm. Arthur S. Moreau Jr., commander in chief, U.S. Naval Forces Europe, said, "When you have that number of ships performing different roles, it takes more than just the commanders and flight crews involved. It takes the quartermaster on the bridge and the operations specialist in CIC and engineers on the deck plates and all the leadership that goes with those jobs to have a successful operation . . . . This is the finest example that I have seen of well-coordinated joint operations."

Nearly everyone interviewed said that the support of the people back home was very important to their ability to do what they do. Kelso said, "I think it's critical to the job we're doing out here . . . . Morale is very high right now. It's high because the people believe they did a good job. They *did* do a good job, and the American people *believe* they did a good job. I think that is a very fundamental factor, which means an awful lot to each young sailor, or young officer, and even to old admirals out here."

A few days after the strikes, morale indeed seemed just as high as Kelso had said. A sailor on *America*, which had been scheduled to be on a port visit to Cannes, France, prior to the Libya strike, remarked on morale as being as high as he had ever seen: "This is the first time nobody minded canceling a liberty port visit."

Breast said, "We're well supported. One area concerns me, and I think it's a valid area that should be exposed and discussed. That is, apparently, for the last two or three months, every time we got ready to do something, it was known . . . in the press a long time before we did it, to an extraordinary detail."

Several pilots also brought up this point, saying they had heard that the exact targets and attack times had been broadcast in the United States *before* the strikes occurred. The pilots were concerned about losing tactical surprise and the potential for higher loss of life this might have entailed.

However, one pilot did mention the press favorably, regarding the job they did after the strikes. A *Tomcat* pilot from *America* said that it meant a lot to him to know that the U.S. people were behind the action, "and I think that's a credit, in this instance, to the media for getting it over there pretty well as it happened. . . . Flat out, they basically got the straight story over there."

All involved summed up the operation by noting its precision and well-timed execution, a result of the hard work of all hands. The best summation came from an enlisted man on *America*: "It's time for terrorists to look out." □



Lee is assigned to the CNO PAO and Holmes works at the Public Affairs Center, Norfolk, Va.

Volleyball: More

"Navy's goin' to win the gold! Go Navy! Go Navy! Go!"

From the beginning the goal was clearly defined. The Navy women's volleyball training camp's sole purpose was to build the team that would win the gold medal in the inter-service volleyball tournament at Travis Air Force Base, Calif.

But like the crew striving for a Battle "E" award or a newly commissioned unit trying to put together an effective organization, the volleyball coaches and players found that simply having the goal in sight did not guarantee success; the key ingredient was not individual effort, but rather the ability to train, perform and think as a team.

Coming from duty stations as far away as Hawaii and Scotland, spanning E-3 to O-4 ranks, 10 women had seven short weeks to weld their different levels of experiences, backgrounds, lifestyles, desires and talents into a team with a single purpose.

During the first week of practice, the only two things they had in common were a burning desire to play volleyball—and pain.

Coach Joe Johnson, frankly disappointed with an overall lack of physical fitness, lost no time starting the women in an alternating schedule of running and weight-lifting. He quickly introduced them to exercises that would increase leg strength and vertical jump.

An example of a leg strengthening exercise is called the "Cuban." The exercise starts off with the individuals sitting against a gym wall for 30 seconds. Then when time is called they have to jump off the wall, sprint down court, touch the floor and return to orginal position against the wall. Cubans were done until the women's leg mucles refused to jump or run one more time.

No sooner had the pain in their legs begun to subside than the coach put the women into "The Pit." In this grueling 45-second drill, the coach, or his assistant Russ Zane, hit a continuous stream



than just a game





of volleyballs at one person covering the entire volleyball court.

A ball slams into her arm, a new bruise. No time to dwell on it—another ball is coming. The fatigue and frustration are overwhelming. She wants to quit, but the balls keep coming.

No longer sliding across the floor, her wet body sticks. Floor burns—ignore them, another ball is coming, she's not low enough, the ball slams into her face. So tired and everything hurts. She knows her teammates are cheering her on, but all she can hear is the coach yelling, "Butt down, dive, move faster," as he buries the ball into the floor.

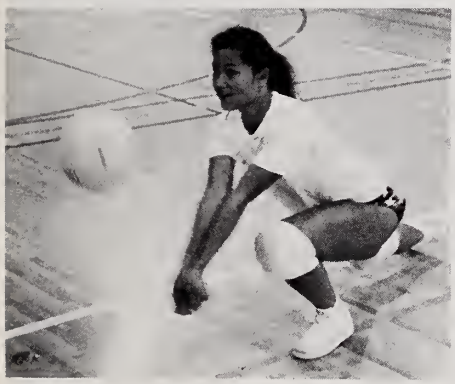
Whether it was Cubans, The Pit, running, repetitive jumping or just general exhaustion from hours of intense training, all the women expected physical pain at camp. What came as a surprise was the incredible amount of emotional stress.

Once the first week was over and they were able to focus on more than just sore muscles, other problems surfaced. Personal problems began to find their way into camp and onto the court.

Packed four women to a room, the tension of sleeping, eating, showering, playing and working together took its toll—and there were conflicts. Cliques became a problem. "These cliques were particulalry scary because we seemed to be divided by race," said one player. "We didn't like the idea that we could have racial problems . . . so we talked about them—openly and frankly.

"The team called a no-holds-barred meeting. The more we talked, the more







we understood. The more we understood, the more we learned. We didn't have racial problems. We had different lifestyles and habits."

For the most part, the black women enjoyed disco music and dancing; the white women enjoyed rock or easy listening music and beaches. Various members of the team began going around with other team members who enjoyed the same things they did, and everybody jumped to conclusions.

Cheryl Grant, one of two returning players from last year's team and a member of the 1985 Armed Forces Women's Volleyball Team, was a big-sister figure to many of the women. She summed up the meeting. "We worked at learning to respect each others' way of life. We did this through communication with each other and honesty."

Cheryl, one of the team's black women, continued, "This team is more honest than any other I've ever been on. All the girls just got down to the nitty gritty. We were straight up with each other, going to the individual with gripes instead of behind her back. Sure we had cliques at the beginning, but they were quickly disolved. You could take any combination of individuals, throw them together and they had a great time."

As the camradarie increased so did the fun times together. Although limited, the time off was put to maximum use. Brightly colored streamers transformed a drab barracks room into a work of art for Cheryl's surprise birthday party. And everyone enjoyed the day at Magic Mountain, a local amusement park. Gorging on junk food and daring the giant roller coaster was the order of the day. Even Denise Pecora, swearing between clenched teeth that she would take The Pit—all day, any day—before climbing aboard that roller coaster again, admitted she had a great time.

Between hours of practice, weekends spent competing at United States Volleyball Association tournaments and the night scrimmages against local competition, you would think the team had enough of volleyball. They thought so, but not the coach. A true volleyball fanatic, he frequently took the team on field trips at night to watch men's collegiate and USA National teams play.

One night the whole team descended on one of the nicer restaurants in town for a farewell dinner. They were saying good-bye to the women who didn't make the final roster. Cuts had just been announced and before the women were shipped back home, the team wanted one last chance to say good bye.

Cuts were hard, but everyone knew



Sweat, fatigue and sore muscles were the result of long hours of intense practice—setting, digging and serving. Rubdowns at the team's quarters became a necessary nightly routine.



that they had to be made. Friendships aside, the women were all at camp for one reason, to form the best team possible to represent the Navy at the interservice competition.

The coach—torn between a desire to give everyone the best possible shot and the knowledge that until final cuts were made the tension would not ease—announced the final deadline a week in advance.

As the deadline drew nearer, the nervousness increased. But instead of the competitive tension pulling the team apart, it brought the women closer together. More experienced players put in extra time and effort to help those with less experience. Everyone was giving and receiving moral support both on and off the court. When the cuts were announced, those who made the team breathed a quick sigh of relief followed by a pain for those who had to leave.

Cheryl was a good example of just how much caring existed between members. Picked up for the Armed Forces All-Star Team, Cheryl said, "My greatest accomplishment this year was not my individual achievement, but rather how I was able to help others on the team and seeing them succeed as a result."

Every person who went through the camp left with more than they came with. They developed knowledge and skill for use both on and off the court. Whether she made the team or not, each woman will be taking those new skills back out into the fleet with her.

Talking about the 10 women who went on to represent the Navy at the interservice competion and all the women who came to camp, Adri Esnard said it best. "This is the best group of women I have ever played on a team with or ever known in my life."

The women had learned lessons about themselves and about life that went far beyond volleyball. Regardless of the tournament results, they had succedded—they had formed a team. □

—Story and photos by JO2 Lynn Jenkins



Frank group talks formed the foundation of the team's unity. For players and coaches, it became "all for one and one for all" on and off the court.





Interservice Volleyball 1986

Navy women swept through the interservice volleyball tournament undefeated for the gold medal, and Navy men staged a comeback to win the silver.

Men's and women's teams, made up of the best players from the Navy, Air Force, Army and Marine Corps, competed at Travis Air Force Base this spring.

The weeks of practice and training all came down to one tournament. The format was simple: play each team two matches and the team with the best win/loss record would take home the gold. Each match winner took two out of three games.

Navy women easily defeated the Marine Corps and Air Force teams, but almost lost to Army. In the first Army-Navy match, the Army women won the first game and were well on their way to winning the second game for match, 14-7, when the Navy women came from behind to win, 16-14. Navy kept the momentum and won the third game for the match.

In the second round of play, Navy again defeated the Marine Corps and Air Force. The only thing between them and the gold medal was Army. Army would have to defeat Navy twice to win the gold. Both teams came prepared for their toughest match of the tournament, but the day belonged to Navy. The women walked away with the match and brought home the gold medal.

The Navy men's team, last year's gold medalists, were in third place after the first round of competition. By defeating Army at the start of the second round, the Navy men earned a shot at the silver, but they would have to beat the Marine Corps twice to take the medal.

The Marines, enjoying their best tournament in years, were not about to give up the silver medal easily. After a long fight, the Navy men won the first match. The Air Force men had already won the gold medal when the Navy and Marine Corps men lined up for the most exciting



U.S. Navy Photo





match of the tournament: the fight for second.

Starting out strong, the Navy defeated the Marines 15-4, but the Marines quickly answered back with a 15-2 win. The battle for the silver medal came down to one last game. In a neck-and-neck fight, the Navy men defeated the Marines, 20-18.

The entire starting line-up of the Navy women was selected to represent the Armed Forces at the National Volleyball play-offs in Wichita, Kan. They were: Interior Communications Electrician 3rd Class Cheryl Grant; Seaman Chiquita Petteway-Harris; Ensign Susan Weaver; Cryptologic Technician 2nd Class Heather Harrington; Radioman Seaman June Fetui and Electrician's Mate Seaman Adri Esnard. Other women on the Navy team were: Hospital Corpsman Denise Pecora, Hospital Corpsman Lynne Rheaume; Jounalist 2nd Class Lynn Jenkins and Aviation Structural Mechanic Airman Sue Clingerman.

Aviation Machinist's Mate 3rd Class George Oliveria and Storekeeper 2nd Class Nelson Garcia were named to the men's Armed Forces team. Other Navy men were: Ensign Ross Holcomb; Boatswain's Mate lst Class F. Muagututia; Builder 2nd Class John Karsowski; Lt. Cmdr. Peter Ginsberg; Lt. Alexis Vasquez; Machinist's Mate lst Class Robert Fisher; Chief Aviation Anti-Submarine Warfare Technician Dan Cabral and Dental Technician Wilfredo Oliveria.

The Navy men's team was coached by Dick Gray and his assistant, Data Processing Technician lst Class William Deldado.

Senior Chief Sonar Technician Joe Johnson and his assistant, Aviation Boatswain's Mate lst Class Russ Zane, the Navy women's team coaches, were selected to coach the women's Armed Forces Team. □

—Story and photos by JO2 Lynn Jenkins

Navy women celebrate with hands high, while the Navy men pound down the path toward victory to join them. The Marines fought valiantly but found only defeat at the end of their road.

Bearings

Karle wins Wise Award



Dr. Isabella L. Karle, senior scientist for structural chemistry at the Naval Research Laboratory, Washington, D.C., has won the 1986 Lifetime Achievement Award, sponsored by the Interagency Committee on Women in Science and Engineering—WISE—for scientific and technical contributions during her 40-year career.

Karle, who has worked at NRL since 1946, has made significant contributions to the field of X-ray crystallography. In collaboration with her husband, Dr. Jerome Karle, who won the 1985 Nobel Prize in chemistry, she established theoretical principles and experimental procedures for extracting crystal structural information directly from X-ray diffraction data. These procedures, which have been adopted worldwide, revolutionized X-ray crystallography.

Karle also made a vital discovery in the phase problem of crystal structures when she determined that only a very few initial phase values are necessary to evaluate the remaining phase values. The result of having a rapid and direct method for solving crystal structures has had a significant impact on the fields of chemistry and biochemistry. Because of the direct method, the molecular formulas of natural and synthetic products and their chemical and biochemical structures can be readily obtained.

Karle's present work includes examination of peptide toxins, antitoxins, and endogenous enkephalin, one of the human body's natural analgesics. She also supervises various postdoctoral research programs at the laboratory and participates in collaborative research projects with government laboratories and research institutions throughout the world. She frequently is invited to deliver lectures at scientific meetings worldwide.

Karle has published more than 200 papers; one is among the world's 100 most frequently cited scientific papers. Karle has a Ph.D. in physical chemistry from the University of Michigan. ■

'Send cookies'

It began a few weeks ago when an innocent sign was hung in the cockpit canopy of an EA-6B *Prowler* from Tactical Electronic Warfare Squadron 137 aboard USS *Saratoga* (CV 60). The plane was flying routine operations in the central Mediterranean Sea, and the sign read "Send Cookies."

An Associated Press reporter in a Navy P-3C *Orion* photographed the sign, and the following day the cookie request showed up in U.S. newspapers.

And the ship's crew began receiving cookies, every type of cookie—tons of cookies.

"It wasn't really a publicity stunt," said Cmdr. Roy C. Christian, executive officer of VAQ 137, who originated the idea of the sign. "We just wanted to send a message back home that we would like some cookies—something we don't have a lot of at sea. We're just flabergasted at the response and the number of private citizens who have sent cookies."

In addition to cookies, the carrier's men also received holiday cards by the hundreds, and one private citizen sent 100 pounds of chocolates in time for Easter.

"It's not so much that the crew wanted cookies or candy," said Capt. Jerry L. Unruh, *Saratoga* commanding officer. "The crew was looking for recognition from the folks back home. And that's precisely what we've received." ■

—Story by JO2 R.F. Pailthorpe, USS Saratoga *(CV 60)*

Saratoga's crew received a ton of cookies from the Winn Dixie supermarket chain.



Photo by PH1 William Dodge

4

Navy Rights & Benefits



Medical and Dental Care

Medical and Dental Care

Medical and dental care are among the most important benefits provided the Navy family. In terms of costs, they can represent considerable savings for Navy families each year. Through the Uniformed Services Health Benefits Program (USHBP), active duty members, retirees, and their dependents receive quality care which they could not enjoy except at great cost, to include high premiums for health care plans in the civilian community.

Health Benefits Advisors

Many problems and confusion are created because the active duty member and eligible beneficiaries don't know how to access the care they need through the USHBP. There is a Health Benefits Advisor (HBA) located at almost every Uniformed Services Medical Treatment Facility (USMTF) who is there to provide information and guidance on your health care benefits. It is very important that you know your HBA. You should contact this person for information in advance of receiving any non-emergency care in the civilian community.

The HBA, appointed by the comanding officer of a USMTF, is knowledgeable and has access to information concerning all aspects of your health care benefits. For example, he or she can help you apply for benefits under the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) and otherwise aid in relations with the CHAMPUS Headquarters Office in Aurora, Colo., or the CHAMPUS Fiscal Intermediaries (contractors who pay CHAMPUS claims). However, the HBA is not responsible for CHAMPUS policies and procedures and has no authority to make benefit determinations or to obligate government funds. They are there to advise you.

Active duty members—receive the major portion of their health care through USMTF that are operated by the Navy, Army or Air Force. They may also utilize the services of 10 former U.S. Public Health Services facilities that are designated as Uniformed Services Treatment Facilities (USTF) (see Table 1 for names, addresses, and telephone numbers) as well as two hospitals still operated by the Coast Guard. Entry into the system is usually done through sick call, by appointment to a general medical clinic, or through the emergency room in the event of a serious injury or life-threatening illness.

Under the Non-naval Medical and Dental Care Program, active duty members, active duty for training members and inactive duty training members may receive emergency and preauthorized care from civilian sources. Payment for emergency care is handled through a contracting fiscal intermediary (presently Blue Cross and Blue Shield of South Carolina). Claims for other than emergency care are processed by the Offices of Medical Affairs (OMA) or the Offices of Dental Affairs (ODA). For routine care, members must seek preauthorization from OMAs and ODAs. Table 2 lists OMAs and ODAs and the states they serve. Claims processing assistance for both segments of this program is available from the HBA.

Because the government is responsible

Table 1. Uniformed Services Treatment Facilities (USTFs)

The following is a list of former U.S. Public Health Service facilities that currently operate as designated USTF for the purpose of rendering medical and dental care to active duty members and all CHAMPUS-eligible individuals.

a. Hospitals

(1) Wyman Park Health Systems, 3100 Wyman Park Dr., Baltimore, MD 21211; telephone (301) 338-3000.

(2) Allston-Brighton Aid and Health Group, 77 Warren St., Boston, MA 02135; telephone (617) 782-3400.

(3) Hospital of St. John, 2050 Space Park Dr., Nassau Bay, TX 77058; telephone (713) 757-7430.

(4) Seattle Public Health Hospital, 1131 - 14th Ave. South, Seattle, WA 98144; telephone (206) 324-7650.

(5) Bayley Seton Hospital, Bay Street and Vanderbilt Ave., Staten Island, NY 10304; telephone (212) 447-3010.

(6) St. Mary's Hospital, 440 Ave. North, Galveston, TX 77550; telephone (713) 757-7430.

(7) St. Joseph Ambulatory Care Center, 204 U.S. Customs Bldg., 701 San Jacinto St., Houston, TX 77002; telephone (713) 757-7430.

(8) St. Mary's Hospital, Port Arthur, TX 77640; telephone (713) 757-7430.

b. Clinics

(1) Martins Point Health Care Center, 331 Veranda St., Portland, ME 04103; telephone (207) 780-3210.

(2) Lutheran Medical Center, Downtown Health Care Services, New Post Office Bldg., W. 3rd St. & Prospect Ave., Cleveland, OH 44113; telephone (216) 522-4524.

for all necessary care of each member performing active duty and inactive duty training, there is little need to expand upon the benefits that may be rendered. However, if a member receives care under the Non-naval Medical and Dental Care Program and payment is denied, an appeal process is built into the system. If a claim is denied by either Blue Cross and Blue Shield of South Carolina or by an OMA or ODA, the party denied payment may appeal the decision through the OMA or ODA, to the commander of the regional medical command. If the denial is upheld, the party may appeal to the Commander, Naval Medical Command (MEDCOM-333), Washington, D.C. 20372-5120. Any one of these may overrule the lower command's decision and pay the claim or notify the claimant that the appeal has been denied and may be forwarded to the next level in the appeal chain. Remember, many claims are denied because the member did not receive prior approval from an OMA or ODA for an episode of non-emergency care. Always check with your nearest HBA before using civilian sources for non-emergency medical or dental treatment.

Dependent Care—If eligibility as a dependent is established, the USHBP provides for medical and dental treatment worldwide on a space-available basis in a USMTF, on an as-needed basis in a USTF or through CHAMPUS.

CHAMPUS (Basic Program)

CHAMPUS is a cost-sharing program designed to supplement the USMTF when care is not available through a USMTF or when an eligible beneficiary lives too far from a USMTF to get the care they need. Care is then sought from a civilian provider and claims are submitted to one of the six CHAMPUS regional contractors for processing and payment. Table 3 lists the CHAMPUS contractors by state. Under CHAMPUS, beneficiaries pay no premiums but do have financial responsibilities to meet annual deductibles, cost shares, and charges above the amount allowed by CHAMPUS (if the provider does not accept assignment), and those charges are not covered by CHAMPUS.

CHAMPUS pays only for medically necessary care and services that are provided at an appropriate level of care. Claims for services that don't meet this definition may be denied. That is why it is important to check with your HBA before seeking non-emergency care in the civilian community. They know the special rules and limits on certain care and can advise you when some care is not covered at all.

Each year on Oct. 1, CHAMPUS establishes an allowable charge for every service and supply that a civilian source provides. Using this charge, CHAMPUS will pay the lower of either:

1. Actual billed amount, or
2. The allowable charge for the service in a given state.

Eligibility under CHAMPUS—The active duty member is never entitled to CHAMPUS benefits. Among those covered are:

- Husbands, wives, and unmarried children of active duty service members;
- Retirees, their husbands or wives, and unmarried children;
- Unremarried husbands and wives and unmarried children of active duty or retired service members who have died;
- Husbands, wives and unmarried children of reservists who are ordered to active duty for more than 30 days. (They are only covered during the reservist's tour.)
- Former spouses of active or retired military who were divorced or received an annulment after at least 20 years of marriage to a service member who was on active duty during at least 15 of those 20 years (or during all 20 years in some cases). There are several other restrictions to this category of eligibility. Contact your HBA for details.

To use CHAMPUS benefits, you must have an ID card issued by the uniformed services. The card says on the back if you are covered by CHAMPUS. Children under 10 can use either parent's ID card.

If you are eligible for Medicare (Part A) and are a retiree, survivor or family member of a retiree, you are not eligible for CHAMPUS. Remember, even if you are not eligible for Medicare on your own, you may be eligible through your husband, wife, or parent. If so, you are not covered by CHAMPUS.

If you are the widow or widower of a servicemember, and remarry someone outside the uniformed services, you are no longer covered by CHAMPUS.

If you are leaving the service, CHAMPUS eligibility for the family ends at midnight of the day that an active duty sponsor is discharged or leaves the service other than through retirement.

This list is not all-inclusive and there are some exceptions. If you have any questions concerning your eligibility, contact your HBA who can refer you to an appropriate source to make a determination in your specific case.

DEERS—You must be enrolled in the Defense Enrollment Eligibility Reporting System (DEERS) in order to receive non-emergency care in service hospitals or to have claims for civilian health care processed by CHAMPUS. Both active and retired military sponsors and all family members must be entered in the DEERS computer data banks. If you aren't signed up with DEERS, contact the nearest military personnel office and find out how to do so.

Participating provider—Not every civilian source of health care participates in CHAMPUS. "Participate" means that the provider of care submits a claim for you directly to the CHAMPUS contractor on CHAMPUS claim forms. These forms contain a statement to the effect that the provider agrees to accept as full payment the allowable charge as determined by CHAMPUS. Other than your cost-share obligations and deducti-

ble (for outpatient care), a participating provider cannot collect any additional amount from either the government or you.

When a provider does not "participate" and charges are in excess of those determined by CHAMPUS to be allowable, you will have to pay not only your share of the allowable charge, but also any amount in excess. Participation is voluntary—a civilian source of care is not bound to accept every CHAMPUS beneficiary. Before you receive any care, make sure the provider participates in CHAMPUS. Providers may agree to participate on a case-by-case basis. While unable to refer you to a specific source of care, your HBA can provide you with a list of local physicians who have participated in the CHAMPUS program.

CHAMPUS Outpatient Cost-Sharing

If you are on active duty and your dependent receives outpatient care, you pay the first $50 each fiscal year (a maximum deductible of $100 if two or more dependents are receiving benefits) plus 20 percent of the CHAMPUS-determined allowable charge. For other beneficiaries (retirees, their dependents, etc.), CHAMPUS pays 75 percent of the allowable charge after the same deductible has been met. If services and supplies are not covered by CHAMPUS, the charges for these are paid by the beneficiary directly to the provider.

CHAMPUS Inpatient Cost-Sharing

Non-Availability Statement (NAS)—If you live within a catchment area of a USMTF (determined by the zip code of your place of residence), you must seek non-emergency inpatient care from that USMTF before receiving care in the civilian community. If the USMTF cannot provide the care you require, the HBA will issue a non-availability statement for

Table 2. Offices of Medical Affairs (OMA) and Offices of Dental Affairs (ODA)

1. For the 48 contiguous United States, the District of Columbia, and Alaska, six regions have been given the responsibility for medical cognizance of the sick and injured, claims processing and adjudication of preauthorized non-naval care, and prior or after the fact approval or disapproval of requests for non-emergent medical, dental, or maternity care within their areas of responsibility. The areas and the OMA and ODA serving the areas are:

a. **Northeast Region.** The states of Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and Wisconsin are served by 1 ODA, 1 OMA:

(1) Responsibility for dental matters for all states in the Northeast Region is vested in:

Commander
Naval Medical Command, Northeast Region
Office of Dental Affairs
Naval Hospital
Great Lakes, IL 60088-5400
Telephone: (A) 792-3942 (C) (312) 688-3942

(2) Responsibility for medical matters for all states in the Northeast Region is vested in:

Commander
Naval Medical Command, Northeast Region
Office of Medical Affairs
Naval Hospital
Great Lakes, IL 60088-5400
Telephone: (A) 792-3950 (C) (312) 688-3950

b. **National Capital Region.** For the states of Maryland and West Virginia; the Virginia counties of Arlington, Fairfax, Loudoun, and Prince William; the Virginia cities of Alexandria, Falls Church, and Fairfax; and the District of Columbia, medical and dental responsibilities are vested in:

Commander
Naval Medical Command, National Capital Region
Office of Medical Affairs
Betheda, MD 20814-5000
Telephone: (A) 295-5322 (C) (301) 295-5322

c. **Mid-Atlantic Region.** For the states of North Carolina, South Carolina, and all areas of Virginia south and west of Prince William and Loudoun counties, medical and dental responsibilities are vested in:

Commander
Naval Medical Command, Mid-Atlantic Region
6500 Hampton Boulevard
Norfolk, VA 23502-1297
Telephone: (A) 565-1074/1075 (C) (804) 445-1074/1075

d. **Southeast Region.** For the states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas, medical and dental responsibilities are vested in:

Commanding Officer
Naval Medical Clinic
Code OMA
New Orleans, LA 70142-5300
Telephone: (A) 485-2406 (C) (504) 361-2406

Table 2. (continued) Offices of Medical Affairs (OMA) and Offices of Dental Affairs (ODA)

e. **Southwest Region.** For the states of Arizona, Nevada, and New Mexico, the California counties of Kern, San Bernadino, San Luis Obispo, Santa Barbara, and all other counties of California south thereof, medical and dental responsibilities are vested in:

Commander
Naval Medical Command, Southwest Region
Office of Medical Affairs
San Diego, CA 92134-7000
Telephone: (A) 987-2611 (C) (619) 233-2611

f. **Northwest Region.** The states of Alaska, Colorado, Idaho, Kansas, Montana, Nebraska, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming; and the California counties of Inyo, Kings, Tulare, and all other counties of California north thereof are served by 1 ODA and 2 OMAs:

(1) Responsibility for dental matters for all states in the Northwest Region is vested in:

Commander
Naval Medical Command, Northwest Region
Office of Dental Affairs
Oakland, CA 94627-5025
Telephone: (A) 855-6200 (C) (415) 633-6200

(2) For the states of Colorado, Kansas, and Utah, and the California counties of Inyo, Kings, Tulare, and all other counties of California north thereof, medical responsibilities are vested in:

Commander
Naval Medical Command, Northwest Region
Oakland, CA 94627-5025
Attn: Office of Medical Affairs
Telephone: (A) 855-5705 (C) (415) 633-5705

(3) For the states of Alaska, Idaho, Montana, Nebraska, North Dakota, Oregon, South Dakota, Washington, and Wyoming, medical responsibilities are vested in:

Commanding Officer
Naval Medical Clinic
Naval Station
Seattle, WA 98115-5004
Attn: Office of Medical Affairs
Telephone: (A) 941-3823 (C) (206) 526-3823

2. Processing claims for civilian emergency medical and dental care (NAVMEDCOMINST 6320.1 refers) provided in the 50 United States, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands to active duty Navy, Marine Corps, Army, and Air Force members:

Active Duty Contract
Blue Cross and Blue Shield of South Carolina
P.O. Box 6120
Columbia, SC 29260

For the state of Hawaii:

Commanding Officer
Naval Medical Clinic
Box 121
Pearl Harbor, HI 96860
Telephone: (C) (808) 471-9541

you to send in with your CHAMPUS claim. This is very important because the CHAMPUS contractor will deny your claim without this statement. Please be sure to see your HBA prior to receiving inpatient care from a civilian provider if you live within 75 miles of a USMTF.

Dependents of active duty service members pay $7.30 a day or $25 for the entire hospital stay, whichever is greater. The daily rate may change each year.

When there are less than 60 days between successive admissions, CHAMPUS considers it as one confinement in computing charges with two exceptions:

a. Successive inpatient admissions related to a single maternity episode are counted as one confinement, regardless of the number of days that elapse between admissions.

b. A maternity admission and an admission related to an injury are considered separate admissions and cost-shared accordingly.

When a professional (doctor, etc.) charges separately from the hospital, CHAMPUS pays all allowable professional fees. Beneficiaries other than dependents of active duty members pay 25 percent of allowable professional fees and hospital charges.

CHAMPUS Maternity Cost-Sharing

A maternity care episode starts when a woman becomes pregnant and continues through the end of the 42nd day following the termination of the pregnancy. Special maternity care cost-sharing provisions cover this period of time only. Thereafter, regular cost-sharing rules apply.

When an expectant mother plans to have her baby at a civilian hospital or similar facility, CHAMPUS will generally share the cost on an inpatient basis. If she resides within the catchment area of a USMTF or USTF, a non-availability statement must first be obtained for claims to be paid. If an expectant mother

intends to have a home delivery, the entire maternity episode is cost shared on an outpatient basis, including any inpatient admissions which may occur in connection with the pregnancy. The key to how the episode of care is cost shared by CHAMPUS is based upon the intent of the delivery site. Expectant mothers are encouraged to obtain a non-availability statement as soon as their pregnancy is established if they live within the catchment area of a USMTF or USTF. Obtaining this statement will protect the expectant mother from charges connected with unforeseen inpatient care in a civilian hospital.

Catchment areas are based upon zip codes that encompass an area that is generally within a 40-mile radius, although it may encompass some areas further away than 40 miles. Beneficiaries are encouraged to call the HBA to determine if they fall within the catchment area. This area is used to determine if a patient needs a non-availability statement for non-emergent inpatient care. A non-availability statement is not required for outpatient care nor for emergency inpatient admissions.

CHAMPUS Preauthorization

Before CHAMPUS will share the cost of certain services and supplies, prior approval from CHAMPUS must be obtained in writing before the care is received. This preauthorization protects you financially in those areas of CHAMPUS with program limitations.

All benefits under the Program for the Handicapped require preauthorization.

Adjunctive dental care, hospitalization for a medical or surgical condition in excess of 90 days, and inpatient mental health services in excess of 60 days require preauthorization. Preauthorization for admission to a CHAMPUS-approved residential treatment facility is available; but in any case, authorization from OCHAMPUS is required before payment can be made.

For all preauthorization, except dental care, send applications to Benefit Authorization Branch, OCHAMPUS, Aurora, Colo. 80045-6900.

CHAMPUS Double Coverage

Double coverage occurs when a beneficiary has any other coverage from health insurance or a health plan which they are entitled to by law, such as a worker's compensation or employee-sponsored plan, group coverage or privately purchased insurance.

Public Law 97-377 requires that if there is any other duplicate coverage, the other plan must pay first. Exceptions to this are maternal and child health programs, Indian health programs, CHAMPUS specific supplemental plans, and financial supplemental plans.

When double coverage exists, the other health insurance or plan must pay its benefits first. When the dependent of an active duty member is entitled to Medicare, that program's benefits must be used before CHAMPUS payment can be considered.

CHAMPUS benefits are not available for services or supplies provided in connection with work-related illness or injury. In such cases, you must apply for benefits under applicable worker's compensation laws. When worker's compensation is involved, CHAMPUS will consider benefits for payment only after other benefits available are exhausted. Documentation must show this is the case and there is no option to waive benefits in favor of CHAMPUS. In unusual cases, where there are extreme hardships due to delay of payment caused by appeals or litigation, CHAMPUS has special provisions for making payment, but will later recoup the money as appropriate.

Many military oriented groups offer supplemental insurance which pays the deductible and the patient's cost-share (based on CHAMPUS allowable charges). Your HBA can provide further information.

CHAMPUS Basic Program Benefits

In many aspects, the CHAMPUS basic program is similar to private medical insurance. It covers medically necessary inpatient and outpatient services, durable medical equipment, medical supplies, prescription drugs, and mental health services. CHAMPUS does not ordinarily cover services and supplies that are considered to be preventive care, experimental, or investigational in nature. Benefits fall into three categories:

a. Institutional benefits—services and supplies provided by hospitals or skilled nursing, residential treatment, and certain special treatment facilities.

b. Professional benefits—services rendered by physicians, dentists, clinical psychologists, podiatrists, certified nurses, midwives, and other authorized CHAMPUS providers.

c. Other benefits—ambulance services, prescription drugs, medical supplies, and durable medical equipment such as wheelchairs, etc.

Program for the Handicapped

The second part of CHAMPUS is a special program to assist active duty members with handicapped dependents who cannot obtain state-funded services because they do not meet residency requirements. Only the seriously physically handicapped or moderately to severely retarded qualify for assistance. Dependents of active duty members and those receiving care in the program at the time of a sponsor's death are eligible only if the sponsor was receiving hostile fire pay at the time of death and the dependent was enrolled.

Before an individual receives benefits, he or she must meet certain general criteria. The condition must be expected to

last for at least 12 months. Because of the condition, the impaired individual cannot engage in activities of daily living expected of individuals in the same age group.

CHAMPUS then determines whether the situation warrants participation in the Program for the Handicapped.

Benefits include diagnostic services, rehabilitation, training, special education, institutional care, durable medical equipment, certain transportation costs to and from places of treatment, and hearing aids in certain cases. Benefits do not include payment for custodial care, dental care, or alterations to living spaces or motor vehicles.

The OCHAMPUS Benefit Authorization Branch must authorize care and supplies under the Program for the Handicapped.

Under the Program for the Handicapped, the beneficiary pays a portion of the costs of each month's care according to a sliding scale (ranges from $25 to $250) based on paygrade. CHAMPUS then pays its share up to a maximum of $1,000 per month for the first family member. The sponsor pays any additional amount. If additional family members are placed into the program, the cost share for the family remains as if only one were in the program.

Filing a CHAMPUS Claim

The two basic categories for submitting claims under the basic program are institutional and non-institutional. Non-institutional claims (care from civilian providers such as physicians, pharmacies or ambulance companies) account for about 70 percent of all claims.

Because of errors, CHAMPUS returns three out of every 10 claims. This slows payment to you and to the providers submitting claims. CHAMPUS personnel cannot fill in items that are omitted; they must mail the claim back for completion if they are unable to complete the form by phone.

CHAMPUS Forms

For claims involving services or supplies provided by civilian hospitals or institutions in the United States, the form UB-82 is used. Non-institutional services or supplies can be claimed on CHAMPUS Form 500 for outpatient care.

For CHAMPUS Form 500, fill out the "Patient/Sponsor" section, items 1 through 18, and be sure to sign the form.

Block 14 of the CHAMPUS Form 500 requires other insurance information. CHAMPUS specific supplemental insurance should be entered in this block, but has no impact on your CHAMPUS coverage. Indicate "yes" and fill out the remaining portion of the block. Be sure to indicate in the "Type of Coverage" Section 14a, "other" and write in "CHAMPUS Supplemental" in 14d.

Block 18 of the CHAMPUS Form 500 requires a signature. For dependents 17 years of age or less, the sponsor or other responsible family member can sign. All patients 18 years of age or older, unless incapacitated, must sign the form. The signature block information is a major cause of rejection for CHAMPUS claims. A common error is made when the sponsor signs for his/her spouse.

If you received care from a participating provider, the provider completes and sends the form to the CHAMPUS contractor that handles claims for that area. If you use a non-participating provider, the government sends its share of the charge directly to you after you submit a claim. Payment of the entire cost then becomes your responsibility.

When a non-participating provider is involved, fill out Section I, attach legible copies of itemized paid or unpaid bills or itemized receipts to the form, and mail to the contractor serving the area where care was rendered. The chart on page 46 lists the current fiscal intermediaries and the states/areas they serve.

Identify, by name and dosage, drugs and injections dispensed or administered by providers. Bills or receipts for prescription drugs must show the name and address of pharmacy, prescription numbers, dates prescriptions were filled, drug name, dosage, and strength, name of patient, amount charged, name and address of prescribing physician, and the diagnosis.

After you meet your annual outpatient deductible, CHAMPUS will indicate the deductible amount on the Explanation of Benefits form that is sent to the beneficiary. In the event that a beneficiary receives care in different areas of the country, causing claims to be paid by two different contractors, it is advisable to send a copy of the Explanation of Benefits to the other contractor to show the deductible has been paid. This will avoid the payment of two deductibles.

Submit all claims to the appropriate CHAMPUS contractor no later than Dec. 31 of the calendar year immediately following the calendar year in which care was received. For example, a claim during calendar year 1985 must be filed no later than Dec. 31, 1986.

CHAMPUS Appeals and Hearings Procedures

You and certain providers of care are entitled to appeal CHAMPUS claim decisions. This administrative process does not replace a beneficiary's right to initiate legal action. However, a court rarely agrees to consider such a case until all other remedies have been exhausted.

Details on how to appeal a CHAMPUS claim decision may be obtained from your HBA.

CHAMPUS Dental Care

As such, CHAMPUS does not provide routine dental care benefits. Under very limited circumstances, CHAMPUS covers dental care when it is adjunctive to otherwise covered medical treatment. An example of adjunctive dental care is the removal of teeth or tooth fragments

to treat facial trauma resulting from an accident. CHAMPUS requires preauthorization for any adjunctive dental care except when such care involves a documented medical (not dental) emergency. Send claims for dental care and preauthorization of dental care or related institutional services to Blue Shield of South Carolina, P.O. Box 6150, Columbia, S.C. 29260.

CHAMPVA—Through CHAMPVA—the Civilian Health and Medical Program of the Veterans Administration—the VA shares the medical bills of families and survivors of certain veterans. Once a person's eligibility is decided by the VA, benefits are cost-shared the same way that CHAMPUS covers families of retirees.

CHAMPVA policies are not determined by CHAMPUS. CHAMPUS only processes claims for CHAMPVA.

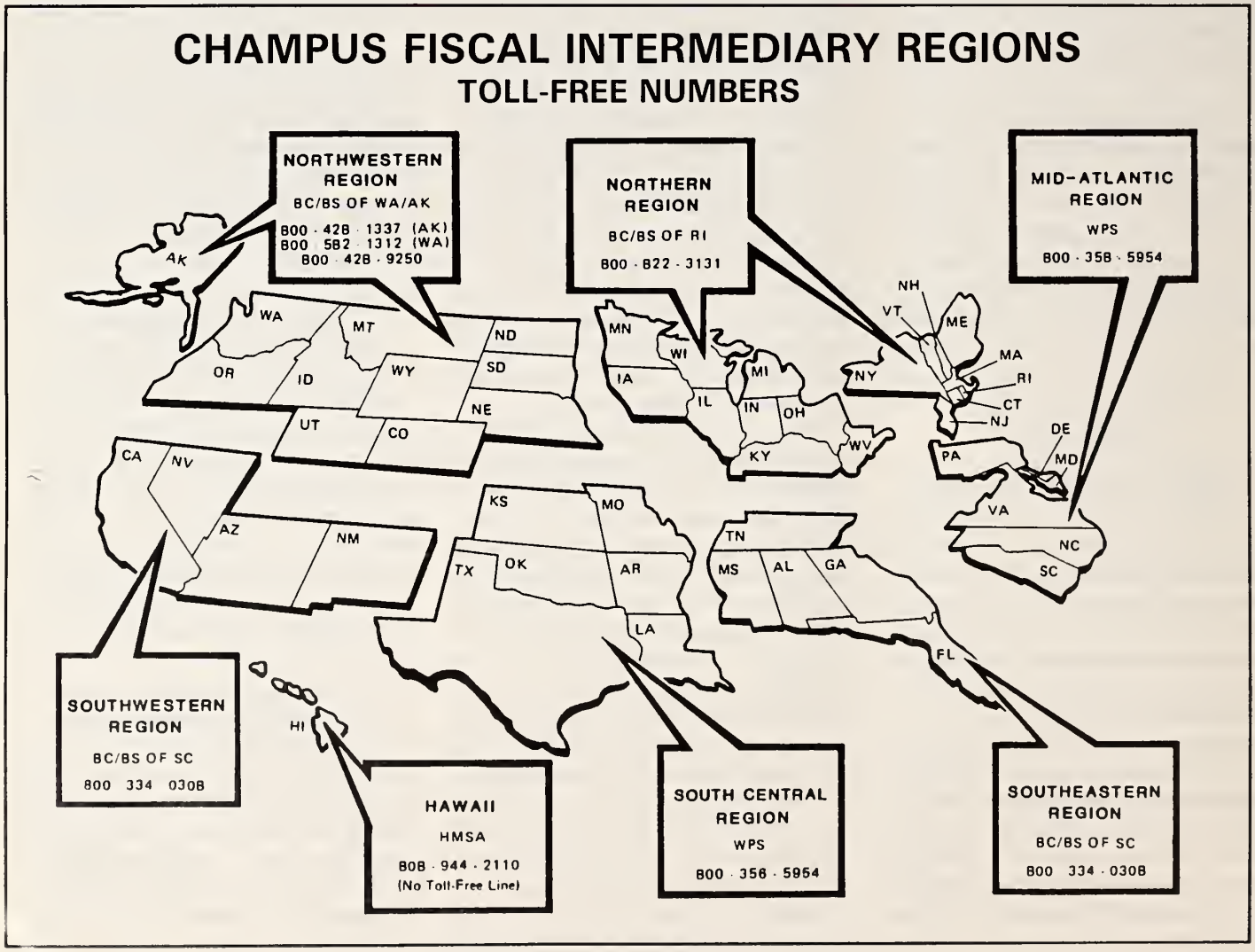
For more information on CHAMPVA, contact your local HBA or Veteran's Administration office.

Supplemental Insurance

Retirees and active duty families that reside a distance from a USMTF or USTF are strongly encouraged to buy supplemental insurance. The beneficiary's share of medical bills can be financially devastating, especially if a family is living on a fixed income. The HBA has a list of supplemental insurance carriers that is readily available upon request.

REMINDER:
A limited number of additional copies of this article, and of each *All Hands* issue containing "Navy Rights & Benefits," are available from: Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.

CHAMPUS FISCAL INTERMEDIARY REGIONS
TOLL-FREE NUMBERS



Medical Benefits for the Navy Family

PATIENTS	UNIFORMED SERVICES FACILITIES	CIVILIAN HEALTH AND MEDICAL PROGRAM OF THE UNIFORMED SERVICES (CHAMPUS)		
	Hospitalization/ Outpatient	Basic Program		Program for the Handicapped
		Hospitalization	Outpatiient	
Spouse or child of active duty member	On a space-available basis	Eligible, but may need Non-availability statement	Eligible	Eligible
Eligible former spouses	On a space-available basis	Eligible but may need Non-availability Statement	Eligible	Not Eligible
Retired member Spouse or child of retired member Surviving spouse or child of deceased active duty/retired member	On a space-available basis	Eligible unless entitled to Medicare (Part A). Also, may need non-availability statement.	Eligible unless entitled to Medicare (Part A).	Not eligible
Dependent parent or parent-in-law of active duty, retired, or deceased member	On a space-available basis	Not eligible	Not eligible	Not eligible

COSTS	Hospitalization/ Outpatient		Hospitalization	Outpatient	Program for the Handicapped
Spouse or child of active duty member	$7.30 per day (rate reviewed annually)	No charge	$7.30 per day or $25 whichever is greater (rate reviewed annually)	20% of allowable charges above the deductible (first $50 each fiscal year-$100 maximum per family)	Patient's share per month depends on paygrade of sponsor-$25 for E-1 to $250 for O-10. CHAMPUS pays remainder up to $1,000 per month
Retired: Enlisted Officer Spouse or child of retired or deceased member	No charge Subsistence $7.30 per day (rate reviewed annually)	No charge No charge No charge	25% of the allowable medical facility charges and allowable professional fee	25% of allowable charges above the deductible (first $50 each fiscal year-$100 maximum per family)	Not eligible
Dependent parent or parent-in-law of active duty, retired, or deceased member	$7.30 per day (rate reviewed annually)	No charge	Not eligible	Not eligible	Not eligible

Note: All beneficiaries are advised to confer with the nearest Health Benefits Advisor for current charges and program changes prior to using civilian sources of care.

Mail Buoy

Reversed photo?

In reference to the November 1985 issue of *All Hands*, there is a discrepancy in the picture of the sailors on page 22.

Being a sailor, 1 happened to notice that the sailors' stripes are on the wrong sleeve. Having had some photography experience, 1 can only assume that someone had the negative reversed. 1 feel it has to be the negative or they were very unsat sailors.

—ADAN Rod M. Pettys,
Oak Harbor, Wash.

• *You're right. The slide was accidentally reversed.*—Ed.

Telephone security

I am taking this opportunity to write about an article, "One Navy in Europe," in the September 1985 issue. On pages 40 and 41 is shown a captain and comander discussing mobilization problems.

Being somewhat familiar with mobilization problems, 1 was surprised to see two naval officers discussing this problem over a telephone that is off the hook. While it is not apparent whether or not this phone has a push-to-talk switch, it is apparent that information could be transmitted over the phone.

In light of the many security problems that face our nation, 1 would think that the photo editor would have caught this possible security problem. The people at the top must set the example for the people at the bottom. By showing two senior officers discussing what is normally classified material, how can anyone in a lower position feel that he or she is doing wrong by discussing this type of material over an open phone line?

While 1 am in no way stating the two officers are in any way breaking security procedures, 1 am stating that in the interest of the people you serve, this picture should have been edited out of this magazine.

—Thomas A. Mann, Norfolk, Va.

• *CincUSNavEur staff in London assured us that these telephones, no longer in use in the headquarters building, must be activated with a manual switch prior to receiving or making calls. When the handset for the instrument is placed on the cradle in the normal manner, this phone's ring is extremely loud. Placing the phone's handset across the cradle in the manner shown in the picture substantially decreases the volume of the ringing tone. When working near the phone, normal practice is to place the handset across the cradle, to mute the ring. With a standard telephone set, placing the receiver across the cradle as shown would certainly indicate the possibility of an open line and a potential security violation. CincUSNavEur personnel are fully aware of their security responsibilities and we at* All Hands *take care to represent the activities of all sailors appropriately. You are to be commended on your sharp eye and your security consciousness.*—Ed.

Reunions

• **USS Elkhorn (AOG 7) Vietnam era**—Reunion July 10-13, 1986, Omaha, Neb. Contact Harry E. Rhodes, 1855 Cedar Road., Fowlerville, Mich. 48836; telephone (517) 521-3861.

• **USS James E. Craig (DE 201)**—Reunion July 31-Aug. 2, Pittsburgh, Pa. Contact Lee Dewall, 126 Patterson Ave., Carnegie, Pa. 15106; telephone (412) 276-1507.

• **USS Fulton (AS 11)**—Reunion July 24-26, 1986, San Diego. Contact Ray E. Varner Jr., 402 Runyon Ave., Middlesex, N.J. 08846; telephone (201) 968-7540.

• **River Patrol Force (Task Force 116) PBRs and Seawolves**—Reunions Aug. 15-16, Norfolk, Va., and Nov. 11, Albany, Ore.. Contact John Williams, P.O. Box 5523, Virginia Beach, Va. 23455.

• **USS John Hood (DD 655)**—Reunion August 1986, Knoxville, Tenn. Contact B.C. Ogle, 3336 Coffman Drive, Knoxville, Tenn. 37920; telephone (615) 577-1555.

• **M Co., 3rd Bn., 7th Marines, 1st Marine Div. Vietnam 1965-70**—Reunion Summer 1986, Richmond, Va. Contact George r. Martin, P.O. Box 245, Rway, Md. 21140; telephone (301) 756-2375.

• **USS Dortch (DD 670)**—Reunion August 1986, Providence, R.1. Contact Harold E. Wolf, 803 Douglas St., Jackson, Miss. 49203; telephone (517) 782-7001.

• **World War II V-5/V-12 trainees at Central Michigan University**—CMU War Years Gathering on campus Aug. 1-3, 1986. Contact Alumni Relations, CMU, Mt. Pleasant, Mich. 48859.

• **VAQ 33 Connie Crew**—Reunion Aug. 2, 1986, Florence, S.C. contact Bryan L. Runion, 695 Kurtz Rd., Marietta, Ga. 30066; telephone (404) 427-0313.

• **USS Neal A. Scott (DE 769) World War II**—Reunion Aug. 3-8, 1986. Contact Val Swegel, 845 Bellevue Place E., Seattle, Wash. 98012; telephone (206) 324-6816.

• **Forming Intrepid Association**—Bar-B-Q Aug. 9, 1986 aboard ship in New York Harbor. Contact Jim Blobner, telephone (201) 729-7720.

• **USS Spence (DD 512)of DesRon 23**—Reunion Aug. 20-25, 1986, Providence, R.1. Contact Dave Meskill, 1236 Greenwood Ave., Wilmette, Ill. 60091; telephone (312) 256-0466.

• **1st Marine Div.**—Reunion Aug. 10-16, 1986, All Marines invited. Contact Daniel A. Beffa, #5 Lucas Lane, St. Louis, Mo. 63121.

• **U.S. Navy Band**—Organizing Alumni Association meeting Aug. 11, 1986, Washington, D.C. Contact Dr. Frank Scimonelli, 6508 Elmhurst Drive, District Heights, Md. 20743; telephone (301) 735-8699.

• **USS Nevada (BB 36)**—Reunion Aug. 13-16, 1986, Groton, Conn. Coincides with 4th Nevada commissioning (SSBN 733). Contact Roy Johnson, 3826 Knoxville Ave., Long Beach, Calif. 90808; telephone (213) 429-5392.

• **Navy Patrol Bombing Squadron VPB 117**—Reunion Aug. 13-17, 1986, Seattle, Wash. Contact George Parker, 13871 62nd Ave. N.E., Kirkland, Wash. 98034; telephone (206) 823-8000.

• **82nd Airborne Div. Association/All Former Paratroopers**—Reunion Aug. 14-16, 1986, Buffalo, N.Y. Contact John S. Ebling, 8207 Hayes Hollow Rd., Colden, N.Y. 14033; telephone (716) 882-5952.

• **USS Arided (AD 73)**—Reunion Aug. 15-17, 1986, Rapid City, S.D. Contact Richard E. Baker, 1002 Catherine Ave., Kinston, N.C. 28501.

• **USS Lang**—Reunion Aug. 15-17, 1986, Denver, Colo. Contact William L. Walden, 610 Hillcrest Lane, Greenfield, Ind. 46140; telephone (317) 462-4981.

• **Naval Air Transport Squadron**—Reunion Aug. 17-22, 1986, Washington, D.C. Contact Victor Kish, 12716 Silver Lane, Sugar Creek, Mo. 64050.

• **USS Epperson (DD 719)**—Reunion Aug. 20-25, 1986, Providence, R.1. Contact USS Epperson Association, 325 East Sunset Court, Madison, Wis. 53705; telephone (608) 231-2269.

• **USS Stockton (DD 646)**—Reunion Aug. 20-25, 1986, Providence, R.1. Contact Charles W. Smith Jr., 98 Homewood Ave., North Providence, R.1. 02911; telephone (401) 353-2740.

• **Shipmates Reunion NAS Twin Cities Minnesota**—Reunion Aug. 23, 1986, Minneapolis-St. Paul. Contact Kirk Johnson, 7325 14th Ave. South, Minneapolis, Minn. 55423; telephone (612) 866-7194.



By hook or by crook—a sailor swings a grappling hook to the side of the 7th Fleet amphibious assault ship USS New Orleans (LPH-11) in port at Subic Bay, R.P. Photo by PHC Chet King.



Libyan air strike • page 24

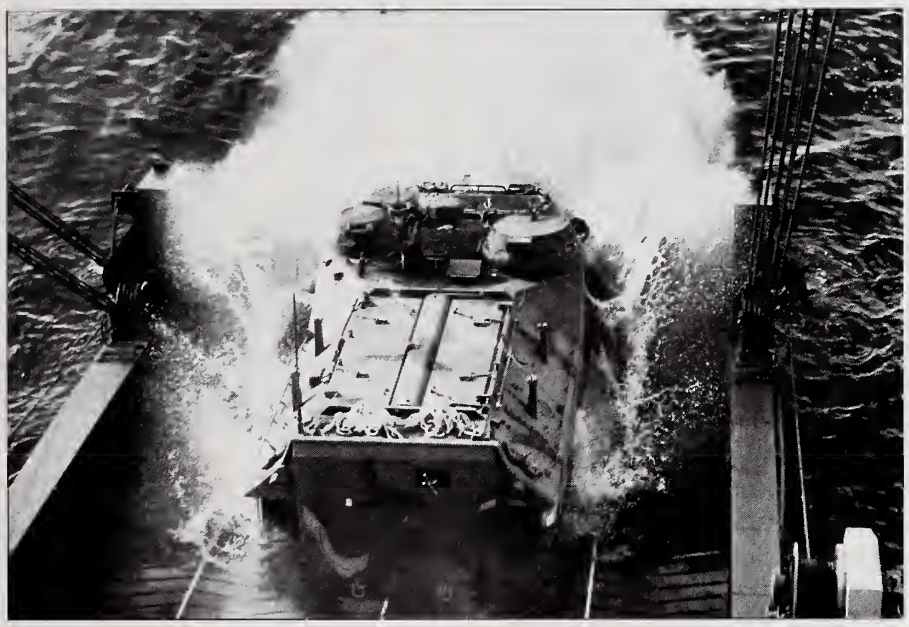

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Nancy Reagan presents Jason Weiner with the Great American Family Award for the Department of the Navy as family members look on: (l-r) Alexander, 19; Mrs. Weiner; Daniel, 16; Nathan, 23; and Andrew, 27. Douglas, 15, and Mary, 26, are not pictured. Jason is a project engineer at Naval Training Systems Center, Orlando, Fla. Alexander is a midshipman at the U.S. Naval Academy, Class of '88. Mrs. Weiner is an educator and author. Daniel, a freshman at University of Central Florida, is a talented musician and speaks 10 languages fluently despite being totally blind and partially deaf. Nathan is an Electrician's Mate Fireman training at Great Lakes Service School. Andrew is an experimental physicist with Bell Communications. Douglas is a sophomore at Winter Park High School and Mary holds a B.A. in Fine Arts from Tufts University. Photo by PH1 Chuck Mussi.

ALL HANDS

MAGAZINE OF THE U.S. NAVY
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63rd YEAR OF PUBLICATION



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Front Cover: The Blue Angels were among the key attractions at Andrews AFB, Md., during Armed Forces Day Open House. Photo by PH1 Chuck Mussi.

Back Cover: An amphibious landing craft comes ashore during operation Agile Sword '86. Photo by JO2 Jodelle Blankenship.

Navy Currents

Paperwork reduction hotline

A paperwork reduction hotline is now in operation at Naval Reserve Force headquarters in New Orleans. The administrative hotline has been established to help field units with questions relating to efforts to reduce unnecessary paperwork.

For all field units outside Louisiana, the hotline number is 1–800–922-2033; in Louisiana, (504) 942-6739. □

G.I. Bill reminder

An 8.71 percent reduction in Veterans Administration benefits available through the Vietnam-era G.I. Bill became effective March 1 this year. Basic entitlements per month for full-time use are now $343 for veterans with no dependents, $409 with one dependent, $466 with two dependents, and $29 more per month for each additional dependent.

Maximum period of entitlement is 45 months. People using in-service G.I. Bill benefits will be reimbursed only for tuition and fees, with maximum payments not to exceed $343 per month.

Navy people planning to retire and take advantage of Vietnam-era G.I. Bill benefits before the Dec. 31, 1989, deadline must have served three continuous years of active duty beyond July 1, 1985—or until July 1, 1988—to qualify for benefits under the new G.I. Bill. For individuals not meeting those time requirements, G.I. Bill benefits will end with the expiration of the Vietnam-era G.I. Bill on Dec. 31, 1989. □

Military retirement reform

Congress has passed an act revising military retirement pay for new entrants. Beginning Aug. 1, 1986, officers and enlisted people entering the Armed Forces can look forward to retirement pay, at 20 years, based on 40 percent of the average of their highest three years of pay. However, those Navy men and women will receive 50 percent retirement pay when they reach age 62.

Another change is in the cost-of-living adjustment. Retirees will not receive the full cost-of-living adjustment, but will have an adjustment equal to Consumer Price Index, minus 1 percent. Again, at age 62, the retiree will have previous cost-of-living reductions restored, but "CPI minus one" will continue.

These changes to the Armed Forces retirement system affect only individuals entering the service after July 30, 1986. Retirement benefits for individuals now on active duty remain unchanged. □

CHAMPUS payment changes

CHAMPUS now will pay for care in residential treatment centers on the basis of fixed daily rates rather than paying billed charges. Payment rates at the residential treatment centers will be set at a maximum of $280 daily, according to signed agreements between CHAMPUS and the centers.

Due to the fixed-rate agreement, the centers may not charge a patient's family more than what the agreement calls for, and the family need pay only its normal share of the cost as determined by CHAMPUS regulations. For active duty families, the share would be $7.30 each day or $25 each admission, whichever is greater; retiree families pay 25 percent of the new fixed daily rate.

After July 1, 1986, CHAMPUS will not approve admissions to any center that does not have a new agreement. Families can contact the CHAMPUS Benefit Authorization Branch, telephone (303) 361-8526, for a list of centers that have signed agreements. □

DoD to stockpile blood

Thanks to research conducted at a Navy laboratory, the Department of Defense has developed a program that should greatly decrease the mili-

tary's dependence on battlefield transfusions and blood flown in from the United States during times of war and other emergencies overseas.

Under the program, "Military Blood Program 2004," 200,000 to 300,000 units of frozen blood will be stockpiled and prepositioned by the year 1992. Work by researchers at the Naval Blood Research Laboratory in Boston indicates that when new freezing techniques are used, red blood cells, platelets and plasma can be safely stored for much longer than previously believed possible.

Using the new techniques, frozen red blood cells can be stored safely for 20 years. The shelf life of red blood cells, using previous techniques, was 35 days.

The Department of Defense plans to build its stockpile of frozen blood over the next five years. Major amphibious ships are slated as the first military units to receive frozen blood products beginning in the next fiscal year. The target date for prepositioning frozen blood stockpiles at major supply depots in Europe and Asia is sometime in 1988. □

Transfer selection board

It's not too early for officers to apply for the November 1986 transfer/redesignation selection board. Applications must arrive at Naval Military Personnel Command (NMPC-211) by Sept. 11.

Officers assigned overseas or to deployed units, and those needing multiple endorsements, are encouraged to submit applications early to allow sufficient mailing time. All applications for the transfer/redesignation selection board will be acknowledged by letter.

Officers are also encouraged to get a copy of their microfiche record, to ensure the most recent fitness report is on file.

To get a microfiche copy of your service record, write: NMPC-312, Navy Department, Washington, D.C. 20370-5312. Include your full name, grade, Social Security Number, signature and complete return address. □

ALL HANDS

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NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 325-0495; AUTOVON 221-0495 for editorial; (202) 695-1884, AUTOVON 225-1884 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Rm. 2E329 Pentagon, Washington DC 20350-1200. Other correspondence and submissions to *All Hands*, NIRA Print Media, Rm 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.


USS
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Safety and Survivability

Taussig takes the message to the fleet

"As I speak, there are four fires burning somewhere in the Navy." These were the words of Joseph K. Taussig Jr., special assistant secretary of the Navy for safety and survivability, as he addressed the chief petty officers and senior petty officers aboard USS *Simpson* (FFG 56). "Fire safety is a big part of my life right now, and the best way to stop fires is through training, alertness and awareness," he said during *Simpson*'s recent one-day transit from its home base in Newport, R.I., to Portland, Maine.

Taussig sailed with *Simpson* to discuss with the officers and crew what his office is doing to make life safer for the sailor at sea and what the sailors can do to help themselves.

Commanded by Cmdr. H. Wyman Howard Jr., this *Oliver Hazard Perry*-class guided missile frigate, commissioned in 1985, was selected by Taussig as a prototype experimental platform for on-site surface ship testing of new safety and survivability technologies which may be adaptable for Navy use.

In seeking direct access to a surface vessel, Taussig specifically asked for *Simpson* because he knew Howard was a strong adherent of shipboard safety. Taussig explained his eagerness to work directly with shipboard sailors by saying that with them, he is able "to talk to people who know how to think." He said he has found "deck plate sailors" to be quite ingenious in finding new ways to make the best use of safety materials.

Having more than 18 years of experience as a fire safety applications engineer in the civilian community, Taussig brings to his position the ability to recognize new technological breakthroughs which could upgrade fire safety in hazardous



Asst. Secretary Taussig worked closely with the captain and crew of USS Simpson to find ways to make all Navy vessels safer.

environments. He believes that having sailors test new safety items at sea, under conditions as close as possible to actual operations, will provide a better measure of a product's reliability than by using simulated laboratory conditions. He refers to this as "proven technology application."

Taussig is an affable and gregarious man, whose sense of humor quickly helps him strike a good rapport with whomever he meets. But he considers fire afloat as no laughing matter. He is concerned when it comes to shipboard safety and survivability, especially in the area of fire protection.

"There is a constant fire problem in the Navy," Taussig said. "The Navy will lose millions of dollars in material due to fire . . . but that doesn't bother me as much as losing people and having to tell a family, 'sorry, your son is dead.'"

In his meetings with *Simpson*'s crew, Taussig stressed quick reaction, leadership and training as the keys to surviving fires. He shared with them his own desperate experience on Dec. 7, 1941. He was officer of the deck on the battleship *Nevada* (BB 36) when the Japanese attacked Pearl Harbor.

"When the enemy strike was over, *Nevada* had a 20-foot by 40-foot hole in its port bow from a torpedo hit and 14 fires burning from bomb hits and near misses," stated Taussig. "Fifty-three men were dead and over 100 were wounded, including myself."

He said that *Nevada* was the only battleship that was able to get underway, "thanks to the teamwork of all the enlisted personnel in the damage control parties. These men knew each other, knew every other man's job and knew the ship. They knew how to react to the disaster because their level of training was superior." He added that teamwork and ingenuity were the keys to survival that day and that good petty officer leadership was the catalyst that brought the two together.

Taussig said that leading petty officers are still the backbone of safety and survivability afloat and "it is up to them to get the team going and to react properly in a disaster." Taussig is living testimony to the importance of professional response to disaster, for although he has an artificial left leg as a result of wounds received at Pearl Harbor, it could have been worse if the *Nevada* petty officers and crew hadn't responded as they did.

Following his discussion of the human factors involved in fire safety and ship survivability, Taussig introduced his rapt *Simpson* listeners to some of the latest fire retardant materials. The crew's interest was understandable—they may eventually be testing those materials for possible shipboard use throughout the fleet.

From a briefcase, which Taussig refers to as his "traveling laboratory," he took a large brown glove. He put it on his left hand and casually poured lighter fluid into the glove's palm. He then struck a match to the fluid and a small blaze erupted in the middle of his hand.

Everyone's attention was on the flame as Taussig explained that the glove was knitted from a material called Kynol, a synthetic yarn that doesn't burn and is presently being considered as a fabric for work uniforms.

In another demonstration, Taussig worked with a fabric known as Preox, a material used in Israeli Army uniforms. In demonstrating its toughness and fire retardant qualities, Taussig tried to cut the material in half with scissors, then attacked the fabric with a cigarette lighter. The material remained undamaged.

Taussig explained that another item under study is a cooling suit capable of reducing heat stress in engineering spaces, catapult rooms and certain aircraft. The suit weighs 10 pounds and has a cap and vest through which a coolant is distributed by a battery-operated pump. Cooling is provided by a re-freezable canister which is effective for nearly two hours. The pump, batteries and canisters are carried on a belt.

Simpson sailors also learned that state-of-the-art safety technology extends well beyond fire retardant fabrics. For example, Taussig mentioned the thermal imager now available for shipboard use. It allows the operator, through a special viewing screen, to actually see images through the smoke that can fill a compartment. There is also the new smoke generator used in firefighter training, which leaves no oily residue but still provides plenty of smoke.

Testing of such new technologies is primarily a function of the Naval Safety Center in Norfolk, Va. However, through Taussig's encouragement, those serving on *Simpson* are participating in the testing process. Taussig feels that today's Navy has the most intelligent and sophisticated men and women of any navy in the world. Through his hands-on "proven technology application" program, he hopes to capitalize on the imagination and initiative of such sailors.

Taussig likes to put a sailor's natural ingenuity to good use. "If you give a sailor a new piece of equipment, his curiosity will be stimulated and before you know it, he is touching it, thinking about how it works, trying it and then seeing what else he can do with it. If he finds that an item works as intended and can be positively applied to the ship's needs, that's fine, and if he can experiment and find other uses, that's even better," he said.

Some of the new safety technologies being tested by *Simpson*'s inquisitive sailors include a luminescent paint used for directional arrows along passageways and ladders. Should there be a lighting power failure on the ship, the paint causes the arrows to glow, making for safer movement about the ship under darkened conditions. The paint also has been applied to fire bottles and Halon containers and to rings and operating buttons on other firefighting equipment.

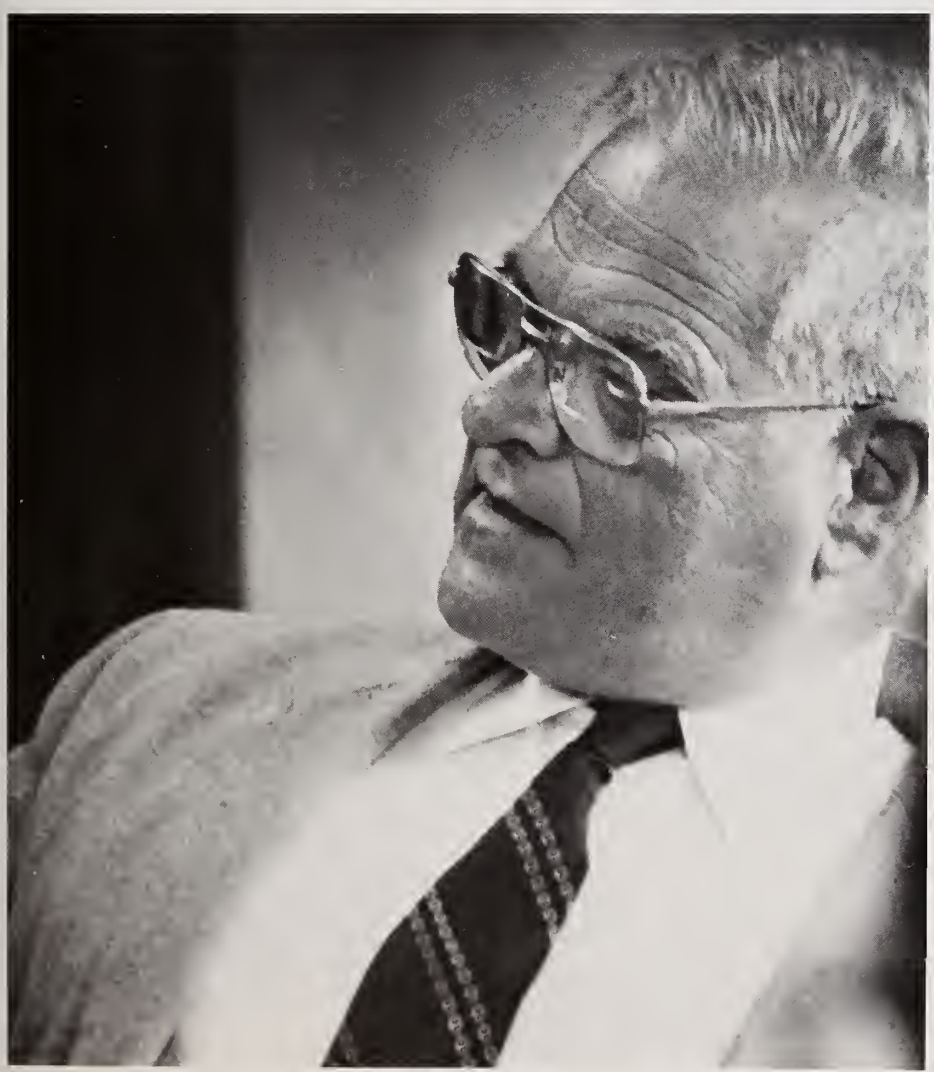
Hull Technician 1st Class James Patterson, a damage control team leader on *Simpson*, is presently experimenting with a substance called Quick Stuff, a powdered compound that, when mixed with water, quickly jells. This jelling compound can be used to clean up oil and other hazardous materials that may be spilled in the water. In the meantime, Patterson is running other tests onboard

ship, in hopes of discovering more uses for the compound.

Patterson remarked that *Simpson* also is testing new dogging assemblies made of "no-stick" stainless steel to determine their durability and watertight integrity. In addition, a fire-retardant putty, capable of withstanding temperatures exceeding 2,300 degrees Fahrenheit, is under evaluation for possible use as a fire barrier in the ship's electrical cable system.

According to Taussig, many of the new technologies being tested are readily accessible on the civilian market, but the funds available to purchase these items is a major concern. "I am trying to shake the money loose for things that don't cost that much," Taussig said, "and I want those things—that apply to safety and survivability—right now. Unfortunately, state-of-the-art safety products are ahead of the budget. But I still want the ships to know that the products may be obtainable locally and to go ahead and purchase where possible."

Despite Taussig's interest in how new products are used, he is just as concerned about the need to work with manufacturers. He is a firm believer in the need for a "user-producer" dialogue between command and civilian designer/manufacturer personnel. Taussig, accompanied by Lt. Cliff Griffin, *Simpson*'s assistant damage control officer, and Patterson, paid a visit to a fiber materials plant in nearby Biddeford, Maine, upon *Simpson's* arrival in Portland. Under contract with the U.S. Navy, this particular manufacturer specializes in the production of fire-retardant fiber materials and surface coatings.



The purpose of the visit was to give *Simpson* representatives the opportunity to study first hand the high-tech products now available and to discuss with the manufacturers the best ways to use such products aboard ship. Taussig feels that this exchange of ideas between a ship and manufacturer is of great importance to both parties, since it is only through such dialogue that the safety needs of the Navy can be met and the full potential of a technology can be realized.

Working very closely with Taussig in his efforts to upgrade safety is Rear Adm. Henri B. Chase, commander of the Naval Safety Center in Norfolk. "The military personnel of the Safety Center all come from surface, submarine, air, shore, or Marine commands, and most will return to those commands," said Taussig. This strong operational background helps keep the Safety Center in touch with the day-to-day needs and concerns of those in the field, something the center's information resources benefit from.

"We have a mutual understanding and a good dialogue loop through the Safety Center publications and the new Hot Line, 1-800-HOT SFTY, established by Adm. Chase," Taussig said.

For technical information, Rear Adm. J.B. Mooney, chief of naval research, also has established a Navy Technical Safety Center at the Naval Research Laboratory to handle technical questions raised by the commands and Naval Safety Center.

Taussig said, "This new loop between commanding officers, Naval Safety Center and Navy Technical Safety Center, in combination with our already established programs to upgrade safety and survivability, will focus very clearly on the ultimate problem—making our sailors safer and material more survivable in as short a time as possible. That's really the name of the game." □

—Story and photos by JO2 Mike McKinley



Agile Sword '86

Bringing the brigade ashore

Sunlight flooded through the window. Cigarette smoke and the smell of coffee filled the room.

A dozen uniformed men clustered around a table. Most were absorbed in intense discussion; a few barked quick questions.

"How much tonnage has been offloaded?

"How much time is left?

"Can't we get those helos in the air?"

At the headquarters for exercise *Agile Sword '86*, recently conducted at Naval Air Station Pensacola and at Eglin Air Force Base in Florida, a lot of tough questions were being asked—nobody had done this before.

The exercise was the first test of the Maritime Prepositioning Ships (MPS) concept. In this concept maritime ships, loaded from bow to stern with equipment and supplies, are pre-positioned at strategic locations around the world. Response time to a crisis anywhere on the globe is thus reduced.

Agile Sword's mission was to offload and put into action a brigade of combat-ready Marines with enough equipment and supplies to fight a battle for an entire month—and to do it within just five days of notification of hostilities. It was "one hell of a challenge," according to sailors and Marines who participated in the exercise.



More than 900 pieces of equipment and vehicles came ashore during Agile Sword. Many were brought in on barge-ferries; amphibious craft came in under their own power.

Offload

During *Agile Sword '86*, the maritime ship *2nd Lt. John P. Bobo* (AK 3008) anchored one mile off the Florida coast near Pensacola. The Navy Cargo and Port Handling Group from Williamsburg, Va., played a key role in offloading more than 900 pieces of equipment and vehicles and preparing them to be brought ashore.

"Fourteen tanks, 28 amphibious assault vehicles and 27 missile launchers were among the equipment offloaded," said one cargo handler. "It was hot and we were all tired. Just as we thought we wouldn't make it in the five days allotted, we were almost done."

Next, members of Navy Amphibious Construction Battalion 2 from Little Creek Amphibious Base, Norfolk, trans-

ported the equipment from ship to shore. Marines then moved the equipment across the beach through an inventory checkpoint where entries were made into a computer, which relayed the information to exercise headquarters. This direct line of communication with headquarters helped maintain a constant flow of information on the progress of the operation.

With the large number of vehicles in this exercise, traffic control was vital. That's where Navy Beachmaster Unit 2, from Little Creek—known as the "beach police"—came into the picture. Members of BU 2 manned a communications center around the clock, directed traffic on the beach and served as a vehicle rescue team, assisting vehicles that got stuck in the sand.

Sailors and Marines worked 12 hours on, 12 hours off to complete the offload and transport supplies from Pensacola to the exercise crisis area at Eglin.

Medical support

More than 50 medical officers and hospital corpsmen were mobilized from nine East Coast hospitals in 72 hours to augment the 30 corpsmen attached to the 2nd Medical Battalion for *Agile Sword '86*.

The medical staff set up a field hospital equipped with a laboratory, X-ray and operating rooms, and a dental clinic. While some corpsmen helped Marine infantrymen in the field, others worked sick call and provided medical training.

Sick call kept corpsmen the busiest.

"Besides the normal common colds, splinters and dirt-in-the-eye stuff, we treated some pretty serious cases during the exercise," said Hospital Corpsman 1st Class Robert Sitgreaves, leading petty



officer of the medical battalion. "We had three back pains due to improper lifting, one electrical shock and one case of pneumonia."

The medics also arranged medical evacuations to Eglin and to Pensacola for appendicitis and malaria cases.

As the field exercises ended, supplies and equipment were transported 75 miles back to Pensacola and reloaded on the maritime ship.

Evaluation

"After nearly five days of virtually non-stop operations, the first MPS in-stream offload proved to be a success," said Cmdr. Raymond Duffy, naval support element operations officer who was assigned to the 6th Marine Amphibious Brigade during the exercise.

"With the offload providing the backbone, the maritime prepositioning ships concept did just what it was supposed to do—provide a rapid deployment force to a crisis area within five days," Duffy said.

"It couldn't be done without the Navy," said Brig.Gen. Edmund P. Looney Jr., commanding general of 6th Marine Amphibious Brigade. "The versatile and flexible fighting force provided by Navy-Marine Corps teamwork was a success." □

—Story and photos by JO2 Jodelle Blankenship, NIRA Det. 5, Norfolk, Va.

Sailors and Marines worked 12-hours-on, 12-off to complete the offload and deployment in only five days.











NC-4



From New York to England in 28 days

On May 8, 1919, the world watched anxiously as three huge U.S. Navy-Curtiss flying boats, the NC-1, NC-3 and NC-4, slowly made their way from Rockaway, Long Island, N.Y., toward Plymouth, England, in what was to be the first successful trans-Atlantic flight.

Only one of the three planes, the NC-4, made it all the way to England. The NC-1 and NC-3 were forced down at sea an hour from the Azores. The NC-4 remained airborne and continued on to Lisbon, Portugal, and then to Plymouth arriving on May 31 to complete the record flight.

In this, the 75th Anniversary year of U.S. Naval Aviation, a re-enactment of the flight of the NC-4 was sponsored by the Naval Aviation Museum Foundation. Two privately-owned World War II PYB *Catalina* flying boats attempted to follow the times and dates of the original flight.

One of the planes was painted in a color scheme similar to that of the original NC-4 of 1919, with a gray fuselage, yellow wings, and a red, white and blue tail, and the other was painted white, with the title, *Spirit of Naval Aviation*. Both aircraft visited various East Coast air facilities, including Andrews Air Force Base, Md., before undertaking the Atlantic crossing.

The flight over the Atlantic went smoothly and without incident, but nearly ended in disaster when the *Spirit of Naval Aviation*, attempting to land at the final destination, Plymouth Sound, England, struck a buoy, went out of control and barely missed crashing into a seawall. Fortunately, only one of the crew and passengers suffered minor injuries, but a hole in the plane's port bow caused it to sink as it was being towed to a slipway.

The PYB representing the NC-4 had

arrived safely less than an hour before the mishap. In keeping with observances held for the original NC-4's landing, the re-enactment crew was welcomed by the Lord Mayor of Plymouth and by Vice Adm. Robert F. Schoultz, deputy commander in chief, of U.S. Naval Forces, Europe, who lauded the flight as "spectacular". □

—Story and photos by JO2 Mike McKinley



Two privately-owned World War II PBY Catalina flying boats paid a visit to Andrews Air Force Base, Md., during their cross-country tour.

EPICS

Experience before commitment



By JO2 Deborah Tuthill, USNR

A new program which combines shipboard experience and structured technical training could replace traditional classroom learning, at least for first term Navy enlisted people. And for sailors who normally would go to highly technical (and costly) "A" schools before going to the fleet, it's one of the best things that could happen.

The Enlisted Personnel Individualized Career System—EPICS—gives people just out of boot camp a chance to become qualified shipboard sailors, select their professional fields, and learn basic technical skills before applying for a formal Navy school. Unlike on-the-job training, EPICS is a voluntary, carefully planned, self-paced program that requires minimum supervision and promises lower attrition rates in technical schools and ratings.

Since 1984, EPICS has been a training tool for 141 sailors in the fire control technician rating aboard 44 Atlantic and Pacific Fleet ships. Students who have studied aboard ships participating in the EPICS program have been able to perform normal shipboard duties, then apply for and receive advanced classroom training without first attending a basic school.

Dr. Harry B. Conner and his staff at Navy Personnel Research and Development Center, San Diego, developed the EPICS building block concept used aboard these ships. Conner, a personnel research psychologist and retired Navy senior chief, looked for a training system that would give students the skills they needed to live and work aboard ship, make immediate contributions to ships' missions, and work in their chosen rating. The answer was programmed instruction based on a set of job performance aids, or JPAs, and apprentice technician duty modules.

JPAs include basic and advanced shipboard skills. A basic aid, *ship indoctrination* teaches Navy rules and regulations, common hazards, safety precautions and shipboard nomenclature. *Job indoctrination*, also basic, teaches shipboard maintenance, watchstanding and division responsibilities. Advanced JPAs and apprentice technician duty modules give students training in specialized shipboard and technical skills. Since all learning is aboard ship, students can apply their new knowledge and skills and gain immediate hands-on experience.

"The JPAs and (related) modules created for the EPICS program teach what I like to call 'survival skills' and provide basic performance ability and experience for use on board ship, in the workplace, on the hardware, in the division and within the Navy," said Conner. "The important benefit of the program, to the Navy, is (that it provides) a sailor who is able to perform assigned duties soon after he checks aboard and starts being trained. This approach ensures that new sailors are prepared to contribute to shipboard readiness."

Other advantages of the EPICS prototype program in the past two years include more effective use of manpower, faster completion of training courses and fleet qualifications, less time and effort involved in advanced schooling, less chance of skills and knowledge being forgotten between basic technical school and job assignment, and easier adaptation to military and shipboard lifestyles.

Fire Control Technician 2nd Class Carl Huttner was an EPICS student aboard USS *Kinkaid* (DD 965). He now works with Conner and FCC(SW) Stephen D. Ferguson at the Navy Personnel Research & Development Center where they help administer the EPICS program.

"When I entered EPICS, I wasn't sure if the fire control rating or any technical rating was right for me," Huttner said. "The program allowed me to find out what I wanted. The self-paced format let me learn at my own pace, so I was never bored.

"The captain approved my shore-based training in the first year because I had shown him I was ready. I feel I was setting my own pace for advancement. I received more training when I was ready for it. For instance, I learned about



Left: FC2 Carl Huttner requests permission to come aboard USS Kinkaid (DD 965), where he was an EPICS student. Below: Huttner and FC3 Steve O'Neill work on the Sea Sparrow missile launcher. Huttner explains a step in the Job Performance Aids (JPA).

waveforms at just the right time, when I could apply the knowledge," he said. "Much of what I learned in the apprentice technician's duty training modules, along with the job performance aids and the shore-based training, supplemented my actual experiences aboard *Kinkaid*."

After Huttner completed the EPICS program aboard his ship, he went to systems technician training advanced school and returned to *Kinkaid*. As part of Conner's team, he now travels to ships that have EPICS students aboard and uses advanced computer processing techniques to test those students on troubleshooting scenarios for the fire control rating.

Preliminary evaluations of EPICS are positive. The cost of attrition is much less because the dollar investment in each EPICS-trained technician is half that of conventional training. The job performance aids and self-paced format have been received enthusiastically by students and supervisors. While visiting a ship with EPICS students on board, Connor was approached by a supervisor. "Doc," the supervisor said, "I sure wish they had this program around when I went through training years ago."

That makes the program worthwhile, according to Connor. "The guy on the deckplates feels the program is effective and productive, a good return on the investment."

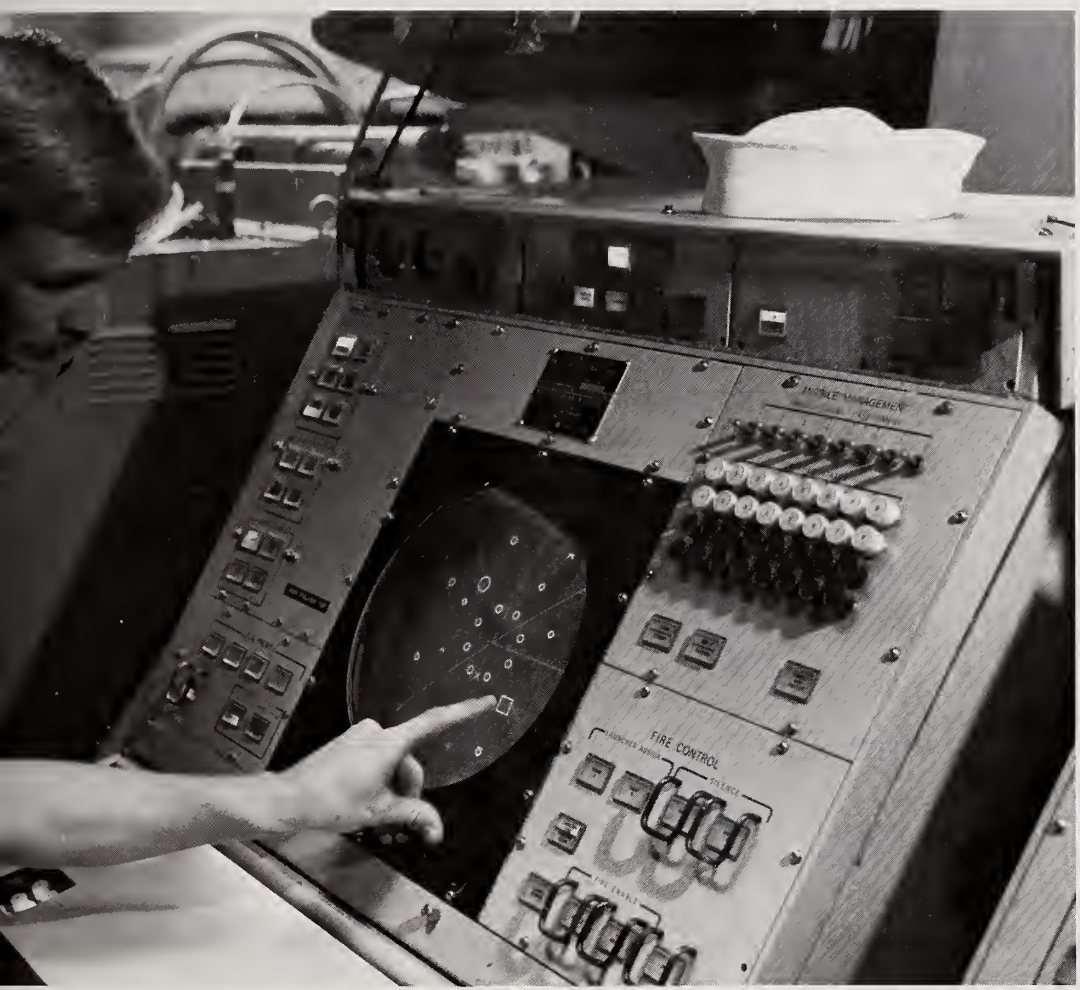
Cmdr. Roy W. Tobin, commanding officer of *Kinkaid*, said the program is definitely the way the Navy ought to go. "Highly trained technicians are given the right experience in areas where they need it the most," he said. "Shipboard experience and hands-on training come first in developing a qualified technician. The top performers are those who can cope with everything, no matter where the pressure is coming from. Working on Tiger Teams, which are responsible for the demanding inspection of the whole ship's readiness, allows an EPICS-trained technician to put his technical ability into perspective."





According to a May 1985 report by the Naval Training Equipment Center in Orlando, Fla., "EPICS is, by far, the most important (research and development) project undertaken by the Navy to improve maintenance performance. It has far-reaching implications and is expected to demonstrate substantial benefits and cost savings over the conventional training approach." Navy training cost savings through EPICS are estimated at 30 percent now, and more savings are expected as job performance aids are further developed and standardized.

"This program gives the commander the necessary manpower for shipboard

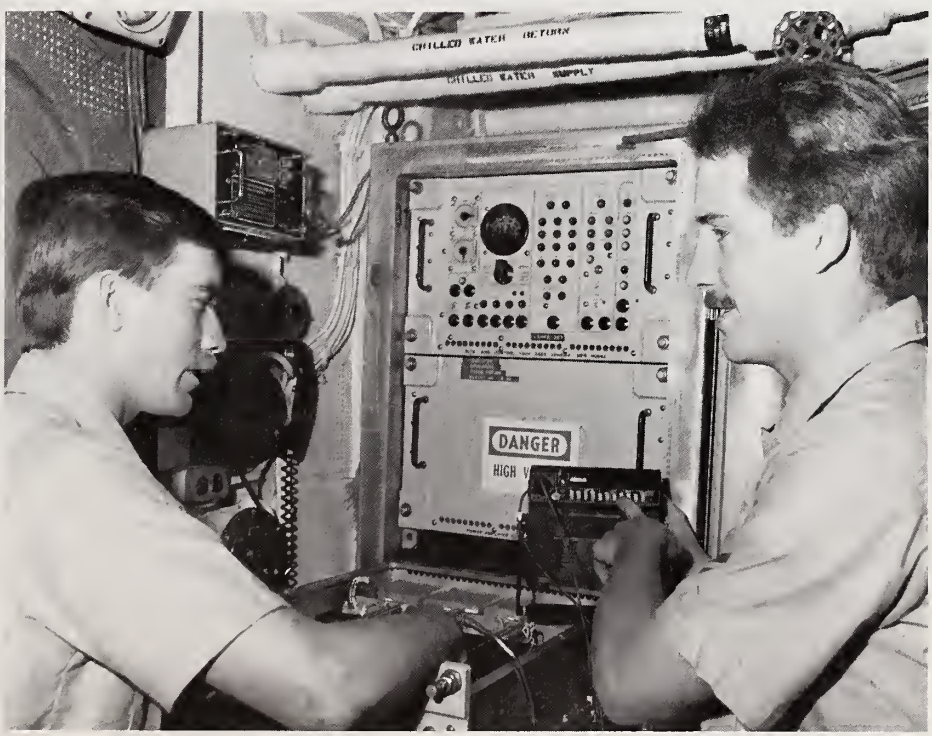


Far left: Huttner points out the safe operating plugs to O'Neill during a daily systems operability test. Left: Huttner explains the firing officer's console to O'Neill, showing how to read that display in coordination with the display in Kinkaid's combat information center. Below: Huttner and O'Neill go over the proper use of a digital multimeter to get equipment readings.

operations," said Ferguson. "The fire control rating is critically short, and EPICS provides extra manpower and potential graduates vital to maintaining optimum shipboard staffing.

"As much as 60 percent of the technical sailor's duty involves basic sailoring skills, and the EPICS program provides a solid background for the sailor in this skill area."

EPICS now is being analyzed and improved by personnel research psychologists at the Navy Personnel Research and Development Center. The program has potential for other ratings as well, and there is a chance that other occupational communities will be involved in EPICS as the Navy continues to benefit from a long-established truth: experience is the best teacher. □



Tuthill is assigned to the Navy Personnel Research & Development Center, San Diego.

OPEN HOUSE

Most major military installations have one from time to time. It's a special day when the "folks back home" get to know just what you do, and, more importantly, just how well you do it. Taxpayers can see for themselves that they're getting their money's worth. It's the day the ordinary people visit the extraordinary ships and planes: Open House.

The 1986 Armed Forces Day open house at Andrews AFB, Md., was a good example. Thousands of visitors swarmed over the base. Many came with a particular purpose: to marvel at the Blue Angels or enjoy marching bands. Others came without knowing for sure what they'd find. But come they did, braving the 90-degree heat, some traveling hundreds of miles, for a close-up look at America's warriors in action.

Ceremonies began with a combined parade of soldiers, sailors, airmen and Marines—all executing their routines with the confidence and precision possible only with hours of drill.

With that, the tone of professional execution was set.

Then the spectacular aerial displays moved to center stage—the mass airdrop by the Army's 82nd Airborne Division, Marines rapelling hundreds of feet from helicopters, and the sky-splitting, earth-shaking extravaganza put on by the Blue Angels.

Not all the aircraft were in the air. Overeager kids got to look "real close" at the inside of a fighter cockpit; overheated grownups got to enjoy the shade of a massive bomber wing.

Everywhere, courteous professionals answered questions, explained how things worked, told everyone how big, how fast, how powerful all the wonderful machines were, and also where the nearest restroom was.

Music, marching, aerial acrobatics, food, weapons, friendly soldiers and sailors, brightly colored flags and uni-









A kaleidoscope of color awaited the curious at Andrews Air Force Base's Armed Forces Day open house. Honor guards, marching bands, breathtaking demonstrations, intriguing exhibits—all served to lead the visitor on and on, always to see the next sight.

forms, the smell of aviation fuel, the roar of engines—an open house is a kaleidoscope of images and sensations. But through it all, there is a single sense, a unifying idea: the feeling that a gap is being bridged, that people who didn't know or weren't sure are now feeling more comfortable.

At an open house, people outside the military are invited in for the day and shown how things work—and those people like what they see. It's more than a good way for civilians to kill an afternoon and it's more than a chance for the military to show off. It's an opportunity for mutual understanding, for bridging the gap between two worlds that have (or ought to have) a common goal.

The civilian visitor may get a stiff neck from trying to follow the Blue Angels, and the sailor may get tired feet standing around all day telling people over and over how fast an A-4 will fly. But if that gap gets bridged, it's worth it. □

—Photos by PH1 Chuck Mussi





The magnificent men and their equally magnificent flying machines were, as always, the most popular attraction at the open house.









''Personal excellence gives us the opportunity to make a contribution to our society; to go beyond the role we've enjoyed as military leaders.''

—Adm. Carlisle A. H. Trost



Adm. Trost listens intently, as do the other flag officers, while Adm. Watkins makes a graphic point.



CNO promotes excellence

More than 20 flag officers gathered at Pensacola Naval Air Station for a meeting called by then–Chief of Naval Operations Adm. James D. Watkins, and the prospective CNO, Adm. Carlisle A.H. Trost.

The meeting focused on the Navy's new initiative, "Personal Excellence," and Watkins discussed various aspects of the two-phased initiative.

The first phase, Watkins said, "is to encourage all Navy people to reach their own personal excellence potential while the Navy works to improve the quality of life."

This phase emphasizes existing and new Navy efforts in education, ethics, fitness, and health. "For example, we will not allow the Program for Afloat College Education (PACE) to be eliminated. This program is one of high expectations," Watkins said.

In describing the second phase of the initiative, Watkins discussed how Navy commands can work closer with the private sector to raise the overall excellence of young people. There are three programs related to this effort, all focusing on the nation's schools.

- The Math/Science Personal Excellence program puts volunteers in local public school systems to tutor students in mathematics, science, and computer literacy.
- The Second Careers program enables Navy retirees to earn certification in teaching from colleges and universities.
- Saturday Scholars takes naval and other military volunteers into inner-city elementary schools to work with third, fourth and fifth graders on a one-time reading and mathematics tutoring basis for six consecutive Saturday mornings.

"Personal Excellence gives us the opportunity to make a contribution to our society; to go beyond the role we've enjoyed as military leaders," Trost said. "I see Personal Excellence as a very logical way to draw together a number of good things that we are already doing. The talent and the motivation of our people is there. Now, we can go the next mile and build upon the excellence we already have in the Navy." □

—Story and photos by PH1 Chuck Mussi


USA

TATTOOS

Think twice, then think again

It's payday night in San Diego, and cash registers throughout this Navy town ring in the arrival of military paychecks. Nowhere is business better than along the west end of Broadway—a cornucopia of honky tonks, pawn shops and adult bookstores. This section of the city is also where many tattooists ply their trade. And when the fleet gets paid, tattoo studios literally buzz with activity.

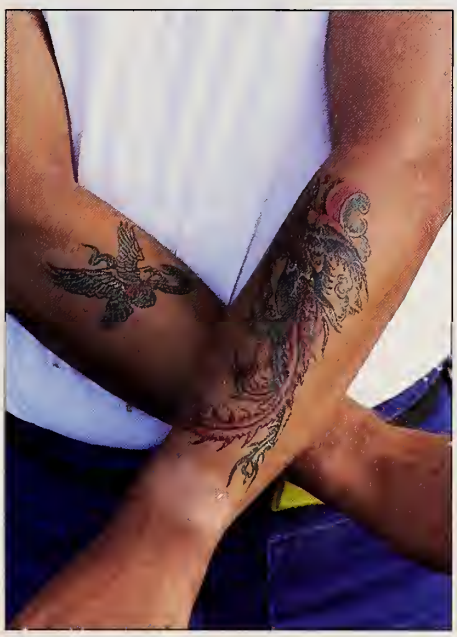
"On a payday night we put through anywhere between 15 and 30 people," says Glenn Weber of WestPac Tattoo Studio, who adds that business is brisk at all 11 tattoo studios in the San Diego area. The average customer is an enlisted man in his late teens or early 20s who wants anything from a screaming eagle to dear old "Mom" inked into his flesh for eternity.

"We have thousands of designs to choose from," says Weber, "and if they can't find anything they like, we can draw a tattoo for them freehand."

That so many sailors get tattooed has concerned Navy officials for decades. Psychologists have even conducted studies to determine if tattoos are a measure of a person's fitness for certain assignments.

In a 1960 Navy Medical Research Laboratory report entitled "The Relationship of Tattoos to Personal Adjustment Among Enlisted Submarine School Volunteers," Lt.j.g. Richard Youniss wrote: "Highly significant differences in level-of-adjustment scores were found between individuals who desire or actively intend to obtain tattoos . . . and those who deny such a wish. Expression of a desire for a tattoo may indicate the presence of unresolved personal conflict and anxiety."

"I picked something out without realizing it was going to be with me for the rest of my life."



From the viewpoint of many of the sailors who have them, tattoos aren't that complicated at all, they are merely an art form.

According to about two dozen sailors interviewed aboard the guided missile destroyer USS *John King* (DDG 3) last summer, tattoos are just a manner of self-expression in keeping with time-honored traditions of men of the sea.

"I think tattoos are a part of the Navy, as long as they're not vulgar," says Interior Communicationsman 3rd Class William Ledford, who has five tattoos. "You've got to have something to symbolize that you're the radical being."

Who is right? Who is wrong? Is there a "right" or "wrong" in an issue as personal as what someone chooses to do with his or her body?

One thing is certain. In the time it takes to read this article, hundreds of sailors, many not old enough to legally drink in some states, will toy with the idea of getting tattooed. A significant number will go through with it.

Will these young sailors give enough thought to their decisions? Will those who opt for tattoos today be willing to live with that decision tomorrow?

Lt.Cmdr. Constance Nagi, head of dermatologic surgery at San Diego's Balboa Naval Hospital, thinks not.

"Not a day goes by that we don't get someone asking to get a tattoo removed," says Dr. Nagi. Her department receives about 500 requests for tattoo removals annually. And that, she says, "is probably only the tip of the iceberg."

"When these young sailors decide to get a tattoo, they think they're going to want it forever," says Dr. Nagi. "But when you're 17, I don't think you understand what forever means."

And so it may seem—at least in the case of people like Hospital Corpsman 3rd Class John M. Cox.

Cox was sitting around at his parents' home in Rockville, Md., one Saturday night shortly after he enrolled in the Navy's delayed entry program. Two friends dropped by and began showing off their tattoos. They were on their way into Washington, D.C., to get another tattoo and asked Cox if he wanted to get one, too. He declined the offer, but his friends asked him to come along for the ride anyway. Cox thought, "What the hell," and jumped in the car. He came home with a sexually suggestive tattoo of a "horny" little devil and his girlfriend's name fixed in the flesh of his right arm.

"The first thing people ask me is whether I was drunk when I got it," says Cox. "Everybody has a thing about a drunk sailor getting tattoos. I hadn't had a drink at all. I was sober. Sober and stupid.

"My friends were doing it and they talked me into it. I just let them talk me into it," he recalls. "It wasn't something that I really wanted. I picked something out without realizing it was going to be with me for the rest of my life."

The tattoo was a novelty for a while and Cox went around showing it to his friends. But it didn't take long for him to realize he had made a mistake. A big mistake. His friends thought it was "neat" at first, he recalls, but the novelty soon wore off. Having a tattoo wasn't a big deal anymore.

Adding insult to injury, Cox and his girlfriend—the one whose name he had inked into his flesh—broke up less than six months after he got the tattoo. So there he was with a sexually suggestive tattoo that also served as a permanent reminder of a failed relationship. He was embarrassed, to say the least.

"My dad was in the Navy 21 years and never got a tattoo, and there I was, just coming into the Navy and I already had one. Nobody in my family had ever done anything stupid like that before," says Cox. He hid his tattoo from his parents for more than two years, wearing long-sleeved shirts or a bathrobe whenever he was in their house.

Will those who opt for tattoos today be willing to live with that decision tomorrow?



Eventually, Cox started wearing long-sleeved shirts all the time. Not only did he want to hide the tattoo from his parents, but he didn't want anyone else to see it either.

"Every time I wore a short-sleeved shirt, people would ask me questions about the tattoo," says Cox. "I got tired of people asking me why I got it and what it meant. It was just a phase I was going through. Unfortunately, it leaves a permanent scar."

The majority of people who have tattoos may be happy with them. But, according to Dr. Nagi, there are probably more people in the fleet like Cox than we think. They have tattoos, not because they love the art form, but because their decisions to get tattooed were influenced by inexperience, peer pressure and sometimes alcohol.

Many learn to live with their mistakes. Those who cannot often turn to dermatologists or plastic surgeons for help. They are forced to face some hard facts.

The Navy medical department considers tattoo removal to be a cosmetic procedure. As such, it receives the lowest priority, due to limited medical resources. The only exceptions allowed are when a tattoo presents a medical problem, such as allergy or infection, or when the removal is part of the training for Navy doctors.

Within those guidelines, Balboa's dermatology department is able to accommodate only a handful of the hundreds of requests they receive annually. And getting tattoos removed by civilian dermatologists can cost anywhere from $300 to $3,000, depending on the size of the tattoo.

An even harsher reality is that, with tattoo removals, patients trade a tattoo for a scar. Despite the expense and unpleasant results of tattoo removals, many still take that option.

"I know getting it removed is going to leave a scar, but that's the one thing I'm not worried about at all. All I want is to get it off," says Cox, who has been trying to get his tattoo removed by the Navy for more than two years. "In terms of its leaving a scar, that's what I consider it now everytime I look at it. Just as long as it's off and I don't have to explain it to anyone anymore."

For many people, the social stigma accompanying tattoos ultimately makes

them decide to get them removed. In the minds of the general public, tattoos are often associated with unsavory characters or a sordid lifestyle. "All kinds of people come to me for removals—from embarrassed housewives to executives who never wear short-sleeved shirts," says Dr. David M. Duffy, a Los Angeles dermatologist who has performed more than 1,000 tattoo removals. "The people I meet are usually really good people who just made a mistake."

Hospital Corpsman 2nd Class Jeff Butkowski made two mistakes. He got his first tattoo during his first liberty at apprentice training school. About two years later—when he should have known better, but was "under the influence"—he got another. He has since had them surgically removed and in their places are two cigarette pack-sized scars.

"This was a Zigzag Man (a cigarette rolling paper trademark)," says Butkowski, pointing to the scar on his right arm. "I have a 3-year-old little girl now and that's not the kind of thing I want her growing up around.

"If there was someone in the world who could stamp out tattoo parlors, I'd like to be that person," he adds. "I'd like other people to learn from my mistake."

Is it fair, though, to blame tattooists for mistakes made by young sailors?

According to WestPac's Weber, any "professional" tattooist takes the time to explain the permanence of tattoos to young clients and to dissuade them from getting tattoos they will likely regret—especially names of sweethearts. Weber says tattooists also refuse to serve anyone they feel is incapable of making a rational decision.

"We will not do anyone if we can tell they're the least bit intoxicated. They have to come back when they're straight," says Weber, who has refused clients on numerous occasions. "We want them to be sure that a tattoo is what they really want before they get it."

Weber admits, however, that not every tattooist has the customer's best interest at heart. "You're going to find tattooists at carnivals and places like that who only do people who are drunk," Weber says. But he points out that tattooists have taken steps to improve their image in recent years and that fewer unscrupulous artists are in business.

Still, a significant number of young sailors wind up with tattoos they don't really want. Especially sailors coming right out of recruit training. One of the first things many do is get a tattoo to prove to their buddies and "the girl back home" that they are a "salty sailor." As one lieutenant put it: "People seem to think they're supposed to get a haircut and a tattoo when they join the Navy."

A significant number of young sailors wind up with tattoos they don't really want.



Many just don't have the foresight to realize that their lifestyle is likely to change. What fit in one situation may not fit in another.

"My tattoo never made me feel uncomfortable as a chief, but now that I'm in the civilian world I never wear a short-sleeved shirt," said one retired senior chief electronics technician. "Maybe a tattoo is acceptable in the fleet, but the buddies that are with you at the time (you get a tattoo) aren't always going to be there to say, 'yeah, that's neat.' "

It is a fact of life that young people often must learn things the hard way. But what can be done to help young sailors avoid making a mistake with such lasting implications as a tattoo?

The answer is simple, in Dr. Duffy's opinion. He says, "The Navy should make it illegal to have a tattoo." The issue might be too complex for such a simple solution to work.

It would be unfair to suggest that the majority of people getting tattoos will end up unhappy with them. In fact, judging by the number of people with multiple tattoos, one would have to assume the contrary. Why should they be denied the personal satisfaction they get from tattoos just because some other people make mistakes? Sailors will probably make their own decisions about tattoos anyway—whether they have to get them legally or illegally.

What the Navy can hope for is that sailors have enough information to make rational decisions—decisions they can live with.

"I don't think we can make tattoos illegal," Dr. Nagi says. "I do think educational programs directed at the early enlisted ranks would help."

The Navy can create educational programs and draw up regulations, but when all is said and done, the decision to get tattooed remains a personal one to be made by each individual. Those who decide to get tattoos, however, may want to heed the advice of people who already have them.

"Go to the tattoo parlor and pick out the one you like. Then wait a week or so and think about it before you actually get it done," advises Cox. "Don't go in there blind, like I did, and let your friends talk you into getting a tattoo. Don't let someone talk you into something you're going to have to live with for the rest of your life." □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Perry E. Thorsvik

A brief history

Sailors and tattoos have become so closely associated that you can hardly think of one without the other. By no means, however, were sailors the first to be tattooed.

Tattooed Egyptian mummies dating back to 2,000 B.C. have been discovered, and some early authors wrote that Greek, Roman and other ancient civilizations also used tattoos. In fact, tattooing has been practiced to varying degrees by people in most parts of the world, including American Indians, Eskimos, Polynesians and Japanese.

Reasons for getting tattooed have been as varied as the people who get them. In some cultures people believe that tattoos give magical protection against sickness and misfortune. In other parts of the world, tattoos are used as symbols of a person's rank, status or membership in a group. Among military men, tattoos were a forerunner of today's dogtags—a means of identifying the dead and wounded on the field of battle. For the most part, however, tattoos served as a form of decoration.

The modern sailor's association with tattoos began when European ships visited exotic parts of the world during the age of exploration. James Cook is credited with introducing the word "tattoo" into the English language, following a 1769 voyage to Tahiti. Tattoos soon became fashionable among sailors, and tattoo parlors sprang up in port cities all over the world.

Anchors, stars, and religious symbols were among the favorite tattoos of early sailors. William P. Mack and Royal W. Connell wrote in *Naval Ceremonies, Customs, and Traditions*: "Nudes were once quite popular (among American sailors), but it was required on reenlistment that the girls be dressed. This was done by tattooing a dress of color over the nude." Tattoos favored by today's sailors include anything from unicorns and panthers to dragons and the grim reaper.

Over the years, many sailors have come to regard tattoos as the hallmark of their profession—a visible symbol that verifies the wearer's "saltiness." □

If you must get one...

If you're still set on getting a tattoo, there are a few things you should consider before going under the needle.

• Cleanliness and sterility should be first and foremost in your mind when selecting a tattoo studio. Infectious hepatitis, which can be fatal, as well as other diseases (syphilis, leprosy and bacterial infections) can be transmitted via unsterile tattoo needles. You will want to choose a tattoo studio that looks and smells clean, and one that *uses* an autoclave to sterilize its equipment. You also can avoid problems by getting a tattoo in the United States, where tattoo studios are subject to health regulations.

• Tattoos are permanent, so make sure that the tattooist you select is competent before you let him leave his mark on you. The easiest way to do this is by checking out the work he's done in the past. Many professional tattooists keep photo albums of their works available for customers to review.



• Select your tattoo with care. Don't settle for a tattoo just because you couldn't afford the one you really wanted. Price shouldn't be a determining factor when you're choosing something you will have to live with for the rest of your life. Remember, tattoo studios will still be around when you have saved enough money.

• If it's your first tattoo, you may want to get it in an area that isn't visible when you wear a short-sleeved shirt—just in case you later discover that you don't like it.

• Above all, remember that the decision to get tattooed shouldn't be taken lightly. Think long and hard about it, and make sure it's *your* decision. □

If you use common sense now, you won't have to choose between an unwanted tattoo and an unsightly scar later.

VP 44

Smooth move

Story and photo by PH2 Don Koralewski

After months on deployment, no fanfare or ceremony marks the turnover of responsibility from one naval unit to another. Turnover is pretty much the same the world over, and a smooth transfer of responsibilities is what's expected.

After a six-month deployment in Rota, Spain, the *Golden Pelicans* of Anti-Submarine Patrol Squadron 44 recently transferred the reins of responsibility to the *Seahawks* of Anti-Submarine Patrol Squadron 23. Both squadrons are home-based in Brunswick, Maine.

Liaison teams eased the transition and helped iron out expected problems well in advance of the turnover. Such planning provides an insight into what the squadron taking over can expect.

A VP squadron turnover isn't all that different from what most Navy people have experienced in a personal move, but it's carried out on a much grander scale. The assets are standard: nine P-3C *Orion* aircraft, 67 officers, 285 enlisted people and tons of equipment, tools and support material. Everything a squadron owns is boxed up and shipped, and all spaces are cleaned and prepared for the new tenant.



The most important aspect of the move though, is the continued commitment to the mission. To maintain that commitment, the turnover is a staggered evolution during which the two squadrons work as a single unit.

As crews from VP 23 became available for tasking, they flew missions under operational control of VP 44. This allows incoming crews to integrate and exchange information with crews that had been on station for a while.

Then, when it's at about 50 percent manning, the relieving squadron takes over operational control.

Even before VP 44's homeward-bound flight began its taxi down the runway, VP 23 personnel began unpacking their cargo. It is not unusual for a squadron to hit the deck running.

Back in Brunswick, VP 44 had a three-day stand down, then started making themselves at home in the hangar vacated by VP 23. After becoming reacquainted with Brunswick, VP 44 began extensive training for the next deployment, only nine to 12 months down the road. □

Koralewski is assigned to Commander, U.S. 6th Fleet, public affairs office.

San Diego says

Story by JO2 Barry Nelson

San Diego is a Navy town, and events staged there in March reinforced that fact. More than 35,000 San Diegans joined with Navy men and women in what is believed to be the largest anti-drug rally ever held.

Conceived by Navy Capt. Peter Litrenta, a public affairs officer, and Tom Sharrit, head of a local public relations firm, "San Diego's Rally Against Drugs" was intended to combat drug abuse among children by promoting the attitude among kids that it's okay to say *no!* to drugs.

Local studies indicated drug abuse is on the rise among San Diego school children. A 1985 survey of San Diego schools reported that 42 percent of area fourth graders have used alcohol, eight percent have used marijuana and five percent have used PCP—"angel dust".

Litrenta, who has three daughters, and Sharrit, also a parent (with experience in corporate-sponsored anti-drug campaigns), formed a committee to mobilize community support and encourage the formation of Just Say *No!* Clubs in San Diego elementary schools.

"We were trying to imagine a fun, unique event that would demonstrate an entire community's support for young people saying *no!* to drugs," said Sharrit. "A rally, with entertainment, balloons, military and school bands, marching units, thousands of kids and the formation of a human billboard spelling out 'San Diego Says *No!* to Drugs,' on the helicopter carrier USS *Okinawa* (LPH 3) seemed to fill the bill."

"It was really a grass roots thing," said Litrenta. "We avoided having any one group sponsor the event. It transcended all of that."

Rear Adm. Bruce Boland, commander of the San Diego Naval Base and San Diego Police Chief Bill Kolender were asked to co-chair the event and they offered their personal services and their organizations' support.

San Diego Charger quarterback Dan Fouts and his teammates joined the rally—as did members of the San Diego Padres baseball team and San Diego Sockers soccer team. Business professionals, educators, local politicians, police, municipal and community groups and youth leaders also lent their support. In all, more than 60 prominent San Diegans donated their time and talents to the campaign.



Veteran actors John Carradine and Johnny Whittaker ("Family Affair"), along with Soleil Moon Frye, star of NBC's "Punky Brewster," "Eight is Enough" star Adam Rich, and Alfonso Ribeiro of "Silver Spoons," also were scheduled to appear.

On the morning of Saturday, March 1, people from all over San Diego met at the city's downtown Horton Plaza. At 11:15 a.m., 35,000 people began a march that ended at San Diego's Broadway Pier and *Okinawa*. At the pier, spectators watched and listened to entertainers from all over San Diego, including the Navy Band and area dance groups, bicycle exhibitionists and others. There were also static displays from many organizations such as the local chapter of Mother's Against Drunk Drivers—MADD—and a



NO to drugs





San Diego school children and their parents shared a day of entertainment and commitment with professional athletes, business leaders, educators, entertainers, Navy units, citizens groups, police, government leaders and youth groups as all joined to make a resounding statement against drug abuse.



number of drug-rehabilitation groups. Following the entertainment, Soleil Moon Frye read a letter from First Lady Nancy Reagan to the marchers, encouraging them to say *no!* to drugs.

Later in the afternoon, more than 2,600 children and adults joined together on *Okinawa*'s flight deck to spell out a 600-foot anti-drug message.

"This is great," said Engineman 1st Class Lance Deke, an *Okinawa* crew member. "I'm surprised this many people showed up. But, I'm glad they did. It's good to know that people are still sincere and ready to support a good cause.

"I'm glad the Navy is involved because I think the kids look up to us. It's important for them to know we're all here for their support. Everyone is saying *no!* to drugs."

The order of the day was clearly family togetherness, as old and young enjoyed the sights and sounds, and shared a common cause.

"This march was a good idea, and I think every town ought to have one," said Becky Byrd, a mother of five who participated in the march. "It was good to see the Navy involved, because kids look up to people in uniform."

Diane Knapp, another mother in the march, said, "It's neat the kids know there is someone to go to. It gives me a good feeling to know that the government is also involved. The parents need its help."

"I really like this," said high school student Gloria Byrd. "It's about time we did something about drugs. I'm surprised so many people showed up, but I'm glad we have so many supporters."

By day's end, it was obvious to everyone who lives and works in San Diego that it's "in" to say *no!* to drugs. □

Nelson is assigned to the Navy Public Affairs Center, San Diego.

Bearings

CNO's change of command

The new Chief of Naval Operations, Adm. Carlisle A. H. Trost, emphasized the importance of Navy people to military readiness at change-of-command ceremonies held June 30. Trost said he would make every effort to maintain the Navy's current state of readiness. "As Chief of Naval Operations," Trost said, "I don't intend to preside over a naval establishment that's headed downhill. To those for whom I work, to those who will be working with me and to the sailors in the fleet, I can tell you that every effort in my four-year tour will be directed at maintaining the kind of readiness we enjoy today."

Trost said people will be the focus of his tour. "People have been, are, and will be our key to success. They are our first and foremost determinant of military readiness."

In his farewell speech, Adm. James D. Watkins said it is pride and professionalism that keep sailors at sea for months on end.

"Sailors inspired the nation when they beat drug abuse; when they conducted flawless operations in Grenada, the Persian Gulf, and more recently near the shores of Tripoli," he said. "The heart and spirit are back. Self-confidence and pride abound."

Secretary of Defense Caspar Weinberger was guest speaker at the change-of-command ceremony held at Annapolis, Md. Other guests included: Secretary of the Navy John Lehman, Chairman of the Joint Chiefs of Staff Adm. William J. Crowe and some 3,000 others. ■







Secretary of the Navy John Lehman joined 3,000 other guests at the U.S. Naval Academy as the Navy's top job changed hands.

Photos by PH1 Chuck Mussi

Armed Forces wrestling championships



The finest wrestlers from each of the armed services, including several prior national and international champions, participated in the recent four-day 1986 Armed Forces Wrestling Championships at Quantico, Va., that encompassed Freestyle and Greco-Roman style competition. Navy threw a scare into the evenutal champion, the Marine Corps, by finishing a close second.

The Marine Corps team had come on strong in the first two days of action to take the Freestyle portion of the tournament with a total of 51 points. Their subsequent success in the final two days of Greco-Roman grappling gained them another 43 points and overall tourney victory. The Navy finished with 33 Freestyle and 36 Greco-Roman points, followed by the Army with a combined 50 points and the Air Force with seven points.

Top performers for the Marines were six-time and current national champion Sgt. Lou Dorrance, competing in the 114.5-pound weight class; 1984 Olympic silver medalist and world champion Sgt. Greg Gibson, 220-pound class; and the number one ranked heavyweight in the United States, Cpl. Craig Pittman—all claiming double gold for Freestyle and Greco-Roman events.

Also on hand for double gold were Navy's Petty Officer 2nd Class Rob Herman and Petty Officer 1st Class Dave Butler—both ranked number one in the nation in their weight classes in Greco-Roman style. Seaman Bob Sterriker and Ensign Steve Klock also took double gold for the Navy.

Hermann received additional distinction as the Freestyle event's most valuable wrestler and was awarded the Manuel Gorriaran Trophy. Army Specialist 4 Derrick Waldroup won the trophy in Greco-Roman.

Winning medals for the Navy team were: Sterriker (105.5-pound class), gold in Freestyle, gold in Greco-Roman; Seaman Recruit Phil Ogan (105.5) of Naval Training Photographic Center, Orlando, Fla., silver in Freestyle, bronze in Greco-Roman; Petty Officer 3rd Class Clint Yale (114.5) of USS *Los Alamos* (AFDB 7), bronge in Greco-Roman; Hermann (125.5), gold in Freestyle, gold in Greco-Roman; Petty Officer 2nd Class Carl Stanley (125.5) of USS *Bolster* (ARS 38), bronze in Freestyle, Silver in Greco--Roman; Petty Officer 3rd Class Barney Wainwright (136.5) of NAS Cecil Field, Jacksonville, Fla., silver in Freestyle, bronze in Greco-Roman; Petty Officer Dave Butler (163) of SCTCPac San Diego, gold in Freestyle, gold in Greco-Roman; Ensign Steve Klock (180.5) of NAS Corpus Christi, Texas, gold in Freestyle, gold in Greco-Roman; Seaman Mike Carolan (198) of USS *Bradley* (FF 1071), gold in Freestyle, bronze in Greco-Roman; and Petty Officer 2nd Class Wayne Thomas of Dental Corps, Puerto Rico, silver in Greco-Roman. ■

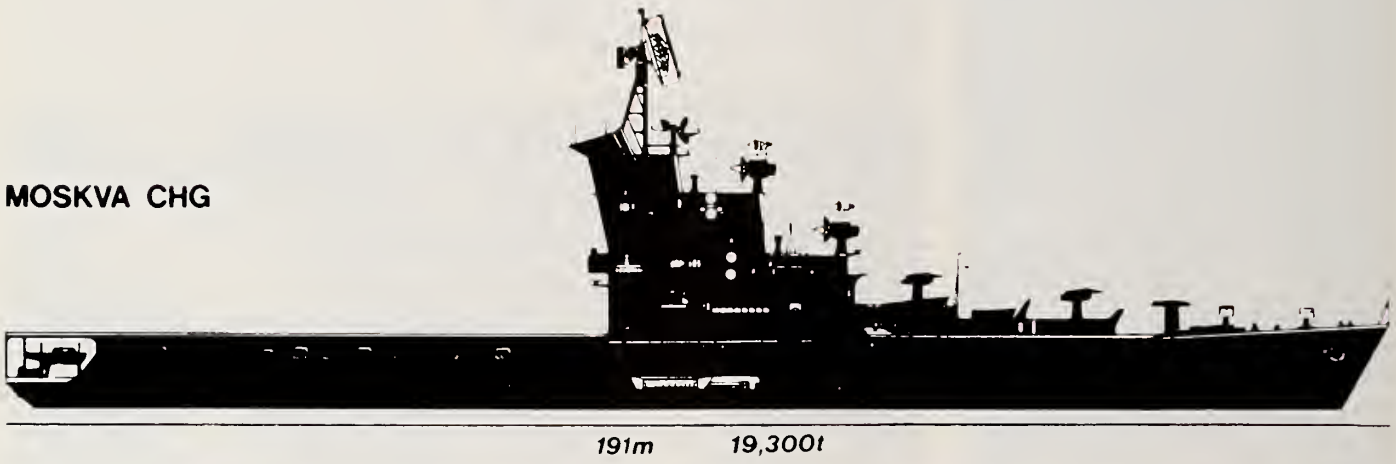
—Story by Marine Sgt. R.D. Dewey, Quantico, Va.

Left: Marine Cpl. Craig Pittman of Quantico spins his Air Force opponent like a top. Below: Ensign Steve Klock of NAS Corpus Christi, Texas, pins his final opponent.



Guided Missile Aviation Cruiser (CHG):

MOSKVA Class





Displacement: 17,000 tons full load. Length: 190 meters (632 feet). Propulsion: Steam turbines, 31 knots. Main Armament: Two twin SA-N-3 SAM launchers, one twin SUW-N-1 ASW launcher; two twin 57-mm AA gun mounts. Aircraft: 14 HORMONE/HELIX helicopters.

The *Moskva* and the *Leningrad* were completed in 1967 and 1968, respectively. The unique design of the ship includes a guided missile cruiser configuration forward and helicopter deck aft. A hangar deck below the flight deck is serviced by two aircraft elevators.

Moskva-class weapons include twin anti-aircraft and anti-submarine missile launchers, and anti-submarine rockets. The ship has hull-mounted and variable-depth sonars. Both ships are based in the Black Sea and operate regularly with the Mediterranean Squadron. □

The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, *All Hands* presents a short review of articles that appeared in previous issues.

10 YEARS AGO—July 1976

• USS *Paul F. Foster* (DD 964) recently took aboard an SH-2F *Seasprite* helicopter, marking the first helo landing on the deck of a *Spruance*-class ship. *Foster* was conducting sea trials off the Southern California coast when the helicopter, from Helicopter Anti-submarine Squadron Light 33 (HSL 33), San Diego, landed as part of a routine training exercise. The destroyer can accomodate two helicopters.

• All Boilermakers (BR) will automatically convert to Boiler Technician (BT) on January 1, 1977, a move designed to combine like ratings and identify specialties with an appropriate Navy Enlisted Classification Code (NEC).

20 YEARS AGO—July 1966

• Two downed fliers can thank the crew of the destroyer escort USS *Falgout* (DER 324) for rescuing them from the South China Sea. The two were in the water almost two hours before being picked up. They had just made their sixth bombing run of the day, striking reported concentrations of Viet Cong troops, when their plane was hit by ground fire. They ejected and landed 10 miles off the Vietnam coast. Smoke bombs and flares, fired from their life raft, assisted *Falgout*'s helicopter in locating the pilots.

• Two high-speed 50-foot *Swift* boats chalked up the first long-range operational deployment of small boats to be conducted in Vietnam. The newly-deployed craft conducted a 1000-mile patrol along the entire coast of South Vietnam in a 17-day trip from Phu Quoc Island to the 17th parallel. This first use of the *Swift*s was designed to test their operational capability to deploy and operate with other units in all areas of South Vietnam during Operation *Market Time*.

40 YEARS AGO—July 1946

• The biggest laboratory test in history is being readied for Bikini Atoll to learn how Navy ways must change to meet an atomic threat. Operation *Crossroads* will begin in July with the dropping of the first of three atomic bombs on the tiny Marshall Island atoll of Bikini, in a series of tests to help determine the future of Navy construction and tactics. The first bomb will be detonated in the air July 1, to be followed by a second test involving a surface or sub-surface explosion in August and by a third test in which a bomb will be detonated deep beneath the water sometime in 1947. □





Mail Buoy

Kidd vs. Kidd

Your March 1986 article on ship ceremonies correctly identified Mrs. Angelique Kidd Smith as the daughter of Adm. Isaac C. Kidd Jr., USN (Ret.). The ship USS *Kidd* (DDG 993) was identified as having been named for Adm. Kidd. Fortunately, this is not so as ships are generally named for individuals who are deceased.

Kidd is named for Rear. Adm. Isaac C. Kidd *Sr.*, who was Adm. Kidd's father and Mrs. Smith's grandfather. Rear Adm. Kidd died in USS *Arizona* at Pearl Harbor and was posthumously awarded the Medal of Honor for his actions.

—Cmdr. Jean L. Kohlmeyer
OPNAV Washington, D.C.

Reunions

• **USS Gurke (DD 783)**—Reunion planned. Contact Larry Gore, 412 Cleveland St., Summerville, S.C. 29483.

• **University of Wisconsin NROTC Unit**—Establishing an Alumni Association. Contact Commanding Officer, NROTC Unit, University of Wisconson, 1610 University Ave., Madison, Wis. 53705-4086; telephone (608) 262-3794.

• **USS Henry W. Tucker (DDR/DD 875)**—Reunion planned. Contact Ronald D. Campbell, 3814 Constitution Ave., Colorado Springs, Colo. 80909.

• **USS LST 860/USS Dolye C. Barnes (DE 353)**—Reunion planned. Contact Bill Dickey, 3700 Herring, Apt. 3E, Wichita Falls, Texas 76302; telephone (817) 767-3155.

• **Air Group 27**—Reunion planned. Contact Leo B. Ghastin Jr., 510 Dadson Drive, Lansing, Mich. 48910.

• **U.S. Submarine Veterans**—Convention Aug. 21-24, 1986, Boston. Contact Ed Lang, 64 Bigelow #11, Watertown, Mass. 02172; telephone (617) 924-0387.

• **USS Clemagore (SS 343)**—Reunion Aug. 22-24, 1986. Contact Paul Orsted, 30 Surrey Lane, Norwich, Conn. 06360; telephone (203) 889-4750.

• **Naval Minewarfare Association**—Convention Aug. 24-28, 1986, Reno, Nev. Contact H.H. Stettler, 3604 Greenleaf Drive, Santa Rosa, Calif. 95041; telephone (707) 545-8626.

• **USS Hoe (SS 258)**—Reunion Aug. 26-30, 1986, Baltimore. Contact Harry Flagg, 7003 23rd Ave. W., Bradenton, Fla. 33529; telephone (813) 792-6916.

• **USS Sennet (SS 408)**—Reunion Aug. 25-31, 1986, Baltimore. Contact Bill Stanley, 7050 Vrain St., Westminister, Colo. 80030.

• **USS Enterprise (CVAN 65)**—Reunion Aug. 27-30, 1986, Norfolk, Va. Contact Eddie R. Cook, 914 Pamlico Drive, Cary, N.C. 27511; telephone (919) 467-7439.

• **USS Greenling (SS 213)**—Reunion Aug. 27-31, 1986, Baltimore. Contact George Hinda, 172 W. Middlesex Drive, Carlisle, Pa. 17013; telephone (717) 243-3855.

• **U.S. Submarine Veterans of World War II**—Annual convention Aug. 27-30, 1986, Baltimore. Contact G.R. Anderson, 5450 Old Court Road, Apt. 201, Rondallstown, Md. 21133; telephone (301) 655-2563.

• **USS Cochino (SS 345)/USS Tusk (SS 426)**—Reunion Aug. 27-31, 1986, Baltimore. Cochino contact: Lester Robertson, 1711 Dixon Drive, Colorado Springs, Colo. 80909; Tusk contact: Ralph Riley, 552 Ridge Pike, Lafayette Hill, Pa. 19444.

• **USS Cabrilla (SS 288)**—Reunion Aug. 27-31, 1986, Baltimore. Contact William E. Reitz, 1225 6th Place, Port Hueneme, Calif. 93041; telephone (805) 483-5242.

• **USS Fletcher (DD/DDE 445)**—Reunion Aug. 28-31, 1986, Portland, Ore. Contact Donald H. Dahlke, 365 N.W. Gleneagle Drive, Sherwood, Ore. 97140; telephone (503) 625-7939.

• **USS Philadelphia (CL 41)**—Reunion September 1986, Denver. Contact F.J. Ameresen, 93 Dumbar St., Somerset, N.J. 08873; telephone (201) 545-1475.

• **USS Wasp (CV/CVA/CVS 18) all crewmen and air groups**—Reunion September 1986, Providence, R.I. Contact Michael Crawley, 7 Sir Charles Road, Lincoln, R.I. 02865.

• **Radar School Personnel of Virginia Beach (stationed there 1942-1945)**—Reunion September 1986, Virginia Beach, Va. Contact Joseph H. Thompson, 7045 Bexley Drive, Indianapolis. 46256; telephone (317) 849-4957.

• **Marine Bombing Squadron (VMB 613)**—Reunion September 1986, Oshkosh, Wis. Contact Robert E.P. Cherry, 1041 S. Oakwood Ave., Geneseo, Ill. 61254.

• **USS Brush (DD 745)**—Reunion September 1986, Nashville, Tenn. Contact Ted J. Dvorak, 8418 15th Ave., Kenosha, Wis. 53140; telephone (414) 658-1997.

• **USS Porter (DD 800)**—Reunion September 1986. Contact John A. Herron, HC 75, Box H, Chadron, Neb. 69337.

• **USS Allen M. Sumner (DD 692), Battle of Ormac Bay 1944 or later**—Reunion September 1986, Reno, Nev. Contact Roy W. Ferguson, 145 NE Fatima Terrace, Port St. Luce, Fla. 33452.

• **USS Cony (DD 508), 1942-1970**—Reunion Sept. 3-7, 1986, Portland, Maine. Contact Bill Skillings, P.O. Box 146, Orr's Island, Maine 04066; telephone (207) 833-6208.

• **USS Rainier (AE 5)**—Reunion Sept. 4-6, 1986, Indianapolis. Contact Thomas R. Lain, R.R. 2, Box 232, Edinburgh, Ind. 46124; telephone (812) 587-5456.

• **USS Quincy**—Reunion Sept. 4-7, 1986, Quincy, Mass. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

• **USS Edgar G. Chase (DE 16)**—Reunion Sept. 4-6, 1986, Seattle. Contact Elmo Allen, 5125 Old Canton Road #205, Jackson, Miss. 39211; telephone (601) 956-7255.

• **USS Saginaw Bay (CVE 82)**—Reunion Sept. 5-7, 1986, Seattle. Contact Earl J. Homman, 4220 Old Mill Road, Lancaster, Ohio; telephone (614) 654-1651.

• **105th Navy Construction Battalion, World War II**—Reunion Sept. 5-7, 1986, Denver. Contact Wayne Linton, W. 818 Chrissie Circle, Shawano, Wis. 54166; telephone (715) 745-2389.

• **Composite Squadron 78**—Reunion Sept. 5-8, 1986, Seattle. Contact Earl J. Homman, 4220 Old Mill Road, Lancaster, Ohio; telephone (614) 654-1651.

• **USS Lamson (DD 367)**—Reunion Sept. 5-8, 1986, La Crosse, Wis. Contact Ray Duley, Heritage Square L-3, Mission, Texas 78572; telephone (512) 581-4632.

• **USS Wayne (APA 54)**—Reunion Sept. 5-8, 1986, Williamsburg, Va. Contact Joseph Viedaka, Route 8, Box 559, Johnson City, Tenn. 37601; telephone (615) 926-5226.

• **USS Almoacck (AD 27/AK 10)**—Reunion Sept. 15-18, 1986, Charleston, S.C. Contact Joseph Viedaka, Route 8, Box 559, Johnson City, Tenn. 37601; telephone (615) 926-5226.

• **FAW 7, World War II Dunkeswell, England, 1943-45, VPB Squadrons 103, 105, 110, 111, 112, 114 & HEDRON 7**—Reunion Sept. 6-8, 1986, Salt Lake City. Contact John W. Koning, 922 East 225 North, Layton, Utah 84041; telephone (801) 544-9408.

• **VP 2**—Reunion Sept. 8-11, 1986, NAS Whidbey Island, Washington. Contact Frank Hart, Rt. 4, Box 54 A-1, Cle Elum, Wash. 98922.

• **Navy/Marine Corps Mail Clerks-Postal Clerks**—Reunion Sept. 9-14, 1986, Harrisburg, Pa. Contact Patricia D. Hamilton, 5501 Seminary Road, Unit 1109-South, Falls Church, Va. 22041; telephone (703) 845-5428.

• **USS Emmons (DD 457/DMS 22)**—Reunion Sept. 10-14, 1986, Downeytown Inn, Pa. Contact D. Jensen, 87-26 259th St., Floral Park, N.Y. 11001; telephone (718) 343-3295.

• **USS Frazier (DD 607)**—Reunion Sept. 10-

Reunions

14, 1986, New Orleans. Contact Loren Troxel, 20236 23rd Place, N.W., Seattle, Wash. 98117; telephone (206) 542-3612.

• **USS San Francisco (CA 38)**—Reunion Sept. 10-14, 1986, Orlando, Fla. Contact Ed Wittler, 2949 Flannery Road, San Pablo, Calif. 94806; telephone (415) 222-2187.

• **USS Hope (AH 7)**—Reunion Sept. 11-14, 1986, Norfolk, Va. Contact Rew A. Wilson, P.O. Box 3613, Eureka, Calif. 95502.

• **USS Rowan (DD 405)**—Reunion Sept. 11-14, 1986, Atlanta. Contact E.C. Harvey, 903 Stratford Road, Avondale Estates, Ga. 30002; telephone (404) 299-1586.

• **USS Harding (DD 625/DMS 28)**—Reunion Sept. 11-14, 1986, Boston. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **USS Kimberly (DD 521)**—Reunion Sept. 11-14, 1986, Orlando, Fla. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; telephone (305) 855-5625.

• **USS Alcor (AR 10/AD 34) World War II**—Reunion Sept. 12-14, 1986, Portland, Maine. Contact John Rogers, 51 Fourth Ave., Portland, Maine 04210; telephone (207) 784-8831.

• **USS LST 263**—Reunion Sept. 12-14, 1986, Orlando, Fla. Contact Ben J. Petrusek, 4209 James Drive, Metairie, La. 70003; telephone (504) 887-1467.

• **FASRon 118, Naha, Okinawa**—Reunion Sept. 12-14, 1986, Kansas City, Mo. Contact W.J. Kuhn, 3605 NE 48th St., Kansas City, Mo. 64119; telephone (816) 454-8376.

• **USS PCS 1391**—Reunion Sept. 12-14, 1986, East Liverpool, Ohio. Contact Charles Arnfield, P.O. Box 286, Lisbon, Ohio 44432; telephone (216) 424-55373.

• **USS Cape Esperance (TCVV-E 88)**—Reunion Sept. 13-14, 1986, Bellingham, Wash. Contact Steve Baran, 134 Fox Del Circle, Jacksonville, Ark. 72076.

• **USS Belknap (DD 251/APD 34) World War II**—Reunion Sept. 13-15, 1986, Newport, R.I. Contact Paul J. Eisenman, 540 E. Portage Terrace, Apt. 103, Cuyahoga Falls, Ohio; telephone (216) 928-4415.

• **USS Colorado**—Reunion Sept. 15-17, 1968, St. Paul, Minn. Contact Jerry Kafka, 1230 E. Como Blvd., St. Paul, Minn. 55117.

• **USS Sproston**—Reunion Sept. 16-20, 1986, San Diego. Contact Joseph Hallam, 17023 Mayall St., Northridge, Calif. 19325.

• **USS President Adams (APA 19)**—Reunion Sept. 16-20, Tidewater Virginia. Contact W. Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; telephone (804) 340-8551.

• **USS Fanning (DD 385)**—Reunion Sept. 17-21, 1986, Tulsa, Okla. Contact Fred Winger, 13509 Brogan Ave., Bakersfield, Calif. 93312; telephone (805) 589-4439.

• **USS Thatcher (DD 514)**—Reunion Sept. 17-20, 1986, San Diego. Contact G.C. Hinds, 5509 Shooters Hill Lane, Fairfax, Va. 22032; telephone (703) 278-8254.

• **USS Cincinnati (CL 6)**—Reunion Sept. 17-19, 1968, San Diego. Contact G.D. Christmas, 4510 Nantucket Blvd., Apt. 7, Austintown, Ohio 44515; telephone (216) 792-1281.

• **26th Construction Battalion**—Reunion Sept. 18-20, 1986, Brainerd, Minn. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

• **USS Wasp (CV 18)**—Reunion Sept. 18-20, 1986, Providence, R.I. Contact Mike Crawley, 7 Sir Charles Road, Lincoln, R.I. 02865; telephone (401) 334-2084.

• **1st Strategic Air Depot, 8th Air Force (Honington Air Base, England) World War II**—Reunion Sept. 18-21, 1986, San Francisco. Contact Warren Stanley, 3207 Myles Court #3, San Jose, Calif. 95117.

• **USS Moale (DD 693), USS Sumner (DD 692), USS Cooper (DD 695), Battle of Ormac Bay and all support ships**—Reunion Sept. 18-21, 1986, Reno, Nev. Contact Russell Catardi, 513 County Line, Hatboro, Pa. 19040.

• **USS Wasp (CV 7)**—Reunion Sept. 18-21, 1986, Nashville, Tenn. Contact Red Connell, 7215 W. 24th St., Tacoma, Wash. 98446.

• **USS Halford (DD 480)**—Reunion Sept. 18-21, 1986, Norfolk, Va. Contact John MacDonald, 5939 Dark Wood Drive, Houston 77088.

• **USS PC 477**—Reunion Sept. 19-21, 1986, Corning, N.Y. Contact Art Dunkelberger, 1138 Rana Villa Ave., Camp Hill, Pa. 17011; telephone (717) 761-2473.

• **USS Houston (CA 30/CL 81)**—Reunion Sept. 22-28, 1986, Portland, Ore.,. Contact Don G. Michalak, 12441 N. Albion St., Thornton, Colo. 80241.

• **USS Norton Sound (AV 11/AVM 1)**—Reunion Sept. 24-28, 1986, Port Hueneme, Calif. Contact Robert Hovestadt, P.O. Box 487 Port Hueneme, Calif. 93041; telephone (805) 485-6144.

• **USS Concord (CL 10)**—Reunion Sept. 24-27, 1986. Contact Adam Panarese, 701 Milby Drive, Chesapeake, Va. 23325.

• **459th Bomb Group**—Reunion Sept. 25-28, 1986, Dayton, Ohio. Contact Dyron E. Wentz, P.O. Box 618, Morehead, Ky. 40351; telephone (606) 784-5355.

• **USS Chester (CA 27)**—Reunion Sept. 25-27, 1986, Dallas. Contact Bobby E. Osborne, P.O. Box 1057, Waxahachie, Texas 75165; telephone (214) 937-8308.

• **USS Midway (CV 41)**—Reunion Sept. 25-28, 1986, Las Vegas, Nev. Contact Crew Members Association, 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **U.S. Naval Cryptologic Veterans Association**—Reunion Sept. 25-27, 1986, San Antonio, Texas. Contact Jim Lusk, 1401 Lime Rock Drive, Round Rock, Texas 78681; telephone (512) 244-7288.

• **USS Dyson**—Reunion Sept. 25-27, 1986, Gatlinburg, Tenn. Contact Edwin B. Fulkerson, Route 14, Box 182, Johnson City, Tenn. 37615; telephone (615) 282-1236.

• **USS LST 372**—Reunion Sept. 26-28, 1986, Champaign, Ill. Contact Richard McNattin, 609 S. Victor, Champaign, Ill. 61821; telephone (217) 356-4567.

• **U.S. Navy Patrol Squadron 8 (VPML 8/VP 8)**—Reunion Sept. 26-28, 1986, Rhode Island. Contact Donald P. Stowe, 2505 Hartford Ave., Johnston, R.I. 02919; telephone (401) 934-1646.

• **All ASRs, all submarine rescue vessel personnel**—Reunion Sept. 26-28, 1986, San Diego. Contact A.J. Poisson, 1500 Third Ave. #33, Chula Vista, Calif. 92011; telephone (619) 426-9893.

• **USNAS New York**—Reunion Sept. 26-28, 1986, Daytona Beach, Fla. Contact Dan Bentien, P.O. Box 761, Palm Coast, Fla. 32037; telephone (904) 445-4822.

• **USS Quillback (SS 424)**—Reunion Sept. 26-28, 1986, Charleston, S.C. Contact Walt Brown, 10 Summit Ave., Goose Creek, S.C. 29445; telephone (803) 553-7544.

• **USS Lindsey (DM 32)**—Reunion Sept. 26-29, 1986, San Diego. Contact J.L. Arrington, 5197 Suwannee Road, Spring Hill, Fla. 33526.

• **USS New Mexico (BB 40)**—Reunion Sept. 26-28, 1986, St. Paul, Minn. Contact LeRoy Miller, 8619 Villa Crest Drive, St. Louis, Mo. 63126; telephone (314) 842-1806.

• **USS Saratoga (CV 3)**—Reunion Sept. 26-28, 1986, Long Beach, Calif. Contact P.R. Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

• **LST Flotilla 7**—Reunion Sept. 24-27, 1986, Newport, R.I. Contact William Aschoff, 9 Arborway Drive, Scituate, Mass. 02066; telephone (617) 545-0795.

• **USS Appalachian (AGC 1)**—Reunion Sept. 29-Oct. 2, 1986, Reno, Nev. Contact B.C. Blodgett, Rt. 1, Box 216, Mt. Vernon, Ore. 97865; telephone (503) 932-4915.

• **USS Gen. W.A. Mann (AP 112)**—Planning a reunion in fall 1986 for crew members who served between 1943-1966. Contact Gerald J. Bligh Jr., 54 Fernview Ave., North Andover, Mass. 01845; telephone (617) 685-1628.

5

Navy Rights & Benefits



Your Retirement

One of the major attractions of the military career has always been the military retirement package. Most members become eligible for retirement after 20 years of service, regardless of age or rank. Military rights and benefits provide not only an element of security but also an opportunity to embark on a second career while still enjoying many benefits of the first.

In this issue, we take a look at what the military retirement package includes, how to make sure you are able to take full advantage of these benefits and where to go if you need help or information.

Certain changes to the military retirement system have been proposed. To be sure that your retirement rights and benefits information is up-to-date, contact your Command Career Counselor.

Categories of Retired Personnel

Regular Navy Retired List

Consists of regular Navy officers and enlisted personnel who are entitled to retirement under any provision of law. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They may be ordered to active duty at any time, at the discretion of the Secretary of the Navy.

Fleet Reserve

Consists of former warrant and commissioned officers and enlisted personnel of the regular Navy and Naval Reserve who have been transferred to the Fleet Reserve upon completion of 20 years or more—but less than 30 years—of active military service including constructive service earned through Dec. 31, 1977. Members of the Fleet Reserve are entitled to receive retainer pay when they are released to inactive duty. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They are also subject to recall at any time to active duty. Members are transferred to the retired list upon completion of 30 years service—active and Fleet Reserve.

Naval Reserve Retired List

Composed of members (not including former members) of the Naval Reserve entitled to retired pay. Retired members of the Naval Reserve may be ordered to active duty without their consent but only if the Secretary of the Navy, with the approval of the Secretary of Defense, determines that there are not enough qualified reserves in an active status.

Retired Reserves

Consists of reservists who have been transferred to the Retired Reserve without pay.

Temporary Disability Retired List

Consists of members who have been found to be temporarily unable to perform the duties of their rank or rating by reason of physical disability which may be of a permanent nature. For more details, see the Disability Evaluation Manual (SECNAVINST 1850.4A).

Permanent Disability Retired List

Consists of members who have been found to be permanently unable to perform the duties of their rank or rating by reason of physical disability. For more details, see the Disability Evaluation Manual (SECNAVINST 1850.4A).

Computation of Retired/Retainer Pay

There are various provisions of law under which Navy retired pay may be computed. Active duty members who have a question about the particular formula to be used in computing Navy retired pay should consult a career counselor. Retired members who have a question about the particular computation formula should address an inquiry to the Navy Finance Center (see "Where To Go For Information" on page 46).

For your own protection and to prevent misinterpretation of information furnished, submit questions about retired pay to the Navy Finance Center by letter rather than by telephone.

If you registered allotments while on active duty, most will remain in effect when you are transferred to the Fleet Reserve or are retired, provided that the total amount allotted is less than the anticipated net retired or retainer pay. Allotments registered on your DD 2272 will continue to be deducted from your retired pay unless you stop or change them.

You may register allotments of retired pay only for the premiums of life insurance on your own life or family type insurance which includes your life. You may also register treasury allotments which may be used to repay indebtedness to another U.S. government agency; allotments for U.S. Savings Bonds; and allotments for the support of spouse, former spouse(s) and/or your children not residing with you. Once allotments are registered, they will remain in effect until the Navy Finance Center receives notice of a change.

Survivor Benefit Plan

Established in 1972, the Survivor Benefit Plan (SBP) replaces the Retired Servicemen's Family Protection Plan (RSFPP) for all military personnel who retire with pay on or after Sept. 21, 1972.

It is a survivor benefit program which complements the survivor benefits of social security. The plan provides all career members of the uniformed services—who reach retirement eligibility, including reservists who qualify for retired pay at age 60—an opportunity to leave a portion of their retired pay to their survivors at a reasonable cost.

Travel, Shipment and Storage of Household Goods

A Navy member on active duty who is retired for physical disability, placed

Summary of Authorizations and Restrictions for Shipment and Storage of Household Goods

Authorization	Restrictions
You may select a home of your choice and have your household goods, within your authorized weight allowance, shipped from your last duty station to the home selected.	Once you have selected a home and traveled to it, your selection is irrevocable as far as reimbursement for travel or shipment of household goods is concerned.
You may also have household goods shipped from any previous duty station, from a designated place in the United States, from storage, or any combination thereof to the home selected for the purpose of receiving allowance for your travel.	If an extension of the one year time limit or shipment to other than the home of selection is desired, see your personal property transportation officer. Shipment to outside CONUS at government expense depends on the date of completion of 18 or more years service as of Nov. 1, 1981. For exceptions to this, see your transportation officer.
You may place all or a portion of your household goods in non-temporary storage at government expense.	Non-temporary storage may not exceed one year from date active duty was terminated.
Household goods which were placed in non-temporary storage must be shipped directly to a residence. Exceptions are granted if certain conditions exist. See the transportation officer at destination to discuss these conditions.	Goods must be turned over to a transportation officer or carrier for shipment within one year after termination of active duty.*
Your household goods which were not placed in non-temporary storage may be placed in temporary storage at origin, in transit or destination pending shipment to the selected home. You may have household goods moved locally from government quarters under retirement authorization and later shipped to a selected home.	Ninety days temporary storage is authorized in connection with a shipment to the selected home. An additional 90 days may be authorized if a detailed statement of circumstances beyond your control is furnished to the personal property officer to support your request for storage in excess of 90 days. Storage beyond 180 days is not authorized. Temporary storage is not authorized in connection with shipment from non-temporary storage or in connection with local moves.
In lieu of household goods, you may have a mobile home shipped for use by you or your dependents only from your last CONUS duty station to the home selected in CONUS or Alaska.	Non-temporary storage of a mobile home is not authorized. Mobile home may not be shipped outside CONUS (except to and from Alaska) at government expense. Preparation expense to make the mobile home roadable prior to shipment, structural repairs en route and purchase of parts are not authorized at government expense.
You may have one POV, owned by yourself or your dependent, and shipped for you or your dependents' use to an outside CONUS destination only.	The one-year time limit for turnover for shipment applies unless extended for one of the reasons stated in Table on p. 46. POV shipments from CONUS to CONUS are not authorized for retirees.

NOTE: For complete details regarding storage and shipment of household goods, see your Personal Property Officer.

*Exceptions to the time limit for shipment and storage of household goods are made in those instances described on pages 39 and 40.

on the temporary disability retired list regardless of length of service, or who, following at least eight years continuous active duty with no single break in service of more than 90 days, is transferred to the Fleet Reserve, discharged or involuntarily released *with readjustment or severance pay;* may select a home location and receive travel allowances and shipment of personal property from the last duty station to the new selected location.

The home selected does not have to agree with the home of record. However, once a member has selected a home and traveled to it, the selection is irrevocable as far as receipt of travel allowance is concerned.

Travel to the selected home and turnover of the personal property for shipment must, in general, be completed within one year after termination of active duty.

Exceptions to the one year time limit may be made when:

a) a member is undergoing hospitalization or medical treatment on the date of termination of active service, or is hospitalized or undergoes treatment at any time during the year following retirement; or

b) when a member is undergoing education or training on the date of retirement to qualify for acceptable civilian employment, or begins such education or training within the one-year period following retirement, or for other deserving cases.

Travel of Dependents

Upon retirement from the Navy, all officers and all enlisted personnel in the grades of E-4, with more than two years of service, and E-5 through E-9 are entitled to transportation of their dependents to the same location that the member has selected for his or her personal travel.

Dependents must also perform any authorized travel within one year after termination of the member's active duty with the same exceptions that apply to the member.

Household Goods Shipment and Storage

The authorization and restrictions for shipment and storage of household goods are summarized in a table on page 40.

Base Facilities and Other Privileges

Members retired with pay are privileged to use U.S. armed forces base facilities subject to the availability of space, facilities and capabilities of the activity. Reserve personnel retired in non-pay status are not entitled to these privileges.

The commanding officer of the service activity determines whether or not base facilities are available to retired personnel. He must take into consideration the number of active duty personnel served by the base. The use of a base facility is a privilege which may be granted, not a right to which a retired member is automatically entitled.

The United States Naval Home

The United States Naval Home, Gulfport, Miss., is a naval station maintained to provide a home for officers and enlisted personnel of the Navy and Marine Corps and of the Coast Guard (when they served in that organization as part of the Navy) who may be entitled to admission.

The home, under management control of the Naval Military Personnel Command (NMPC), is available to officers and enlisted members (male and female) who have been separated from service under honorable conditions or who are eligible to receive retired pay, and who are unable to support themselves by manual labor.

Applicants must be of suitable moral character and must be in such physical condition at the time of entry into the home that they can be adequately cared for by the existing facilities.

Medical Care

The terms USHBP and CHAMPUS apply to one of the most important benefits available to retired members with dependents—especially the member who heads a growing family.

• USHBP stands for the Uniformed Services Health Benefits Program, one of the most comprehensive programs of medical benefits in the United States today.

Covered under USHBP are retired members, dependents of retired members, and survivors of deceased active duty or retired members.

The program's benefits are available either in a uniformed services medical facility (Navy, Army, Air Force and certain Public Health Service facilities) or in civilian facilities under the part of the USHBP called CHAMPUS (Civilian Health and Medical Program of the Uniformed Services).

• CHAMPUS is that part of the overall USHBP program which provides for medical care for retired members and dependents in civilian facilities (civilian hospitals, clinics, doctors' offices, doctors' visits, etc.).

You don't have to subscribe, enroll or pay premiums for the benefits of USHBP. The key is an ID card. Make sure your authorized dependents have current cards and are enrolled in DEERS.

Don't expect routine dental care under CHAMPUS because Congress did not intend that it be a dental care program. "Denticare" legislation is being considered by Congress and may be available in the future. There is some authorized dental care under CHAMPUS but it is generally that dental care which is: a) medically necessary in the treatment of an otherwise covered medical (not dental) condition; b) is an integral part of the treatment of such medical treatment; and c) is essential to the control of the primary medical condition.

Beginning July 1, 1985, dental care may be provided at uniformed services dental facilities on a space-available basis. Because of mission and capability differences, each dental facility will vary in the extent of care provided.

USHBP belongs to all the uniformed services and the commissioned corps of the Public Health Service (PHS) and the National Oceanic and Atmospheric Administration (NOAA).

For further information on USHBP and CHAMPUS, see "Medical and Dental Care" in the June 1986 issue of *All Hands.*

Veterans Benefits for Retirees

The Veterans Administration (VA) is the agency responsible for administering the major veterans' programs authorized by Congress. Retirement is considered the same as discharge for the purpose of VA benefits. Therefore, the benefits administered by the VA which are available to personnel being separated or discharged from active service are available under the same conditions to retired personnel.

Eligibility for individual retired members for specific VA benefits must be determined by the VA. The Navy Department has no control over benefits authorized by law and payable by other government agencies. The percentage of disability determined by the Navy for retirement purposes does not affect the determination of percentage of disability determined by the VA for VA benefits. The role of the Navy Department consists only of furnishing to the VA information which might be requested by that agency concerning the retired Navy members' military service and military retired pay.

The VA has regional offices and centers in each state, Puerto Rico and the Philippines. Questions concerning VA benefits should be addressed to the nearest VA office.

To assist the VA in providing efficient service, you should submit a copy of your retirement orders, separation form DD 214N, when first seeking a benefit. Always give your full name, address, and

Social Security Number. When contacting the VA about benefit claims, address your regional office and give your VA file or claim number.

The VA is authorized by law to guarantee loans for homes; to administer the National Service Life Insurance, Servicemen's Group Life Insurance and Veterans Group Life Insurance programs; to provide medical benefits to disabled veterans and veterans of wartime service; to administer financial benefits payable to eligible veterans and their survivors; to provide special training and other aids to disabled veterans; to provide educational assistance or benefits for veterans, depending on their service dates; to administer the contributory educational assistance program for veterans who entered active duty on or after Jan. 1, 1977; and to administer certain burial benefits. For additional information on veterans benefits, see "Veterans Benefits" in the September 1986 issue of *All Hands.*

Federal and State Benefits

Unemployment Compensation

Your eligibility for unemployment compensation will be determined by the law of the state in which you file a claim. Income while unemployed may affect your eligibility for unemployment insurance. In some states, benefits are reduced or denied if you receive pay for unused leave or severance pay. Federal law requires all states to reduce the benefits, if you are receiving a pension or retirement pay. Benefits will not be paid in any state while you are receiving certain educational assistance or vocational subsistence allowances from the VA.

You may receive unemployment compensation for ex-service members (Title 5, U.S. Code, Section 8521) if you meet the following federal service criteria:

- You must have completed your first full term of active service.
- You must have been separated from military service under honorable conditions.
- If you were discharged before completing your first full term of service, you must have been separated for:

1) the convenience of the government;

2) medical reasons, pregnancy, or parenthood;

3) hardship, or

4) personality disorder or inaptitude, but only if the service was continuous for 365 days or more.

Benefits are payable six weeks after you are separated.

The local office of the state employment service should be contacted to determine eligibility. If there is no office in your locality, ask the local postmaster for the address of the nearest office. In applying, bring in form DD 214N, your social security card, and record of civilian employment, if any, both before and after military service.

Veterans Preference in Civil Service Employment

A veteran who's disabled or below the rank of major or the equivalent may be eligible for preference in competitive examinations for an original Civil Service appointment.

Five points are added to the earned rating of an applicant who makes a passing grade and is an honorably separated veteran who served on active duty in the armed forces:

- During any war (the official dates for war service are April 6, 1917, to July 2, 1921, and Dec. 7, 1941, to April 28, 1952).
- During the period April 28, 1952, to July 1, 1955.
- In a campaign or expedition for which a campaign badge or service medal has been authorized.
- For more than 180 consecutive days, any part of which occurred after Jan. 31, 1955, and before Oct. 15, 1976, not counting an initial period of active duty for training under the six-month Reserve or National Guard programs.

Ten points are added to the earned rating of an applicant who: a) makes a passing grade and who establishes a claim to preferences having active wartime or peacetime service and has a service-connected disability, or b) is receiving compensation, disability retirement benefits, or pension under the laws administered by the Veterans Administration, Army, Navy, Air Force, Coast Guard, or Public Health Service.

A veteran who has been awarded the Purple Heart for wounds received in action is considered to have a service-connected disability.

In some cases, a 10-point veteran's preference also may be awarded to the spouse of a 10-point veteran with a service disability, or to:

- The unremarried spouse of an honorably separated veteran who served on active duty during any war, or during the period April 28, 1952, to July 1, 1955, or in any campaign or expedition for which a campaign badge or service medal was authorized. This includes the widow or widower of those who died on active duty during the same periods.
- The mother of a veteran who died under honorable conditions while on active duty during the same period, or who became permanently and totally disabled because of a service-connected disability. She must be widowed, divorced, or separated from the father, or he must be permanently and totally disabled.

VA Educational Assistance to Children, Spouses, and Surviving Spouses of Disabled or Deceased Retirees

Educational assistance is available under the Dependent's Educational Assistance Program to the children, spouses, or surviving spouses of members retired with total and permanent disability, or deceased retired members if their disability or death was a result of service in the armed forces during any period after the beginning of the Spanish-American War on April 21, 1898.

Age limits of children are generally between 18 and 26. But, in some instances, children below or above those age limits who are otherwise eligible may be permitted to receive assistance.

Application and further information are available from any VA regional office serving the state or area in which the child is living.

GI Bill Educational Benefits

The GI Bill educational benefits for eligible veterans was explained in "Educational Opportunities" in the April 1986 issue of *All Hands* and will appear again in "Veterans Benefits" in the September 1986 issue of *All Hands*.

Dependents Scholarship Program

The Navy has no funds to educate the dependents of our sea service members; however, for the past 30 years we have had a scholarship program funded through the generosity of Navy-oriented organizations to provide financial aid for dependents desiring a college education. Individual sponsors establish their own eligibility criteria, make candidate selection and pay out all monies to recipients. Scholarship amounts range from $500 to $2,000 per year.

There are approximately 30 individual scholarships within the program which provide funds for dependent sons/daughters of active duty, retired, disabled and in some cases, honorably discharged members of the Navy, Marine Corps and Coast Guard. Some of the scholarships provide funds for graduate study and funds for spouses who wish to continue their education.

Marine Corps-oriented organizations sponsor additional scholarships limited to Marine Corps dependents only.

Our program booklet also includes other sources of financial aid and two sources of aid for students interested in the health study field.

The scholarship program is open each year from Sept. 1 through the following April 1 to dependent children (including legally adopted and stepchildren) who are unmarried and under age 21, or under age 23 if enrolled in a full time course of study at an accredited institution of higher learning. An applicant may apply for more than one scholarship if he/she is eligible. High school students should apply at the beginning of their senior year. College students, if under age 23, may apply during any of their four years of study.

The Commander, Naval Military Personnel Command is responsible for updating, printing and distributing the program materials each year. Information and scholarship packets may be obtained after Sept. 1 each year by writing to the Commander Naval Military Personnel Command, (NMPC-121D), Navy Department, Washington, D.C. 20370-5121. Requests must be received in NMPC *no later than* March 15 each year. To expedite receipt of the materials, the applicant should state in the letter that he/she is a qualified USN, USMC or USCG dependent.

Benefits from Private Organizations

Navy Relief Society

Personnel on the retired list of the Regular Navy and Marine Corps and reservists who are in receipt of retired or retainer pay after 20 years' active duty, or who have been medically retired retain their eligibility to use the various services offered by the Navy Relief Society. See "Family Assistance" in the August 1986 issue of *All Hands*.

American Red Cross

The American Red Cross, through the combined efforts of staffs in local chapters and in VA offices, assists in preparing and developing claims for VA benefits.

Chapter and national organization staff help with requests for review and correction of military records. Chapter workers also help with applications for other federal and state benefits, including those available under the Survivor Benefit Plan.

The Red Cross provides information about and help in obtaining needed services from other agencies, offers counseling in personal and family problems, and assists in planning to meet financial needs.

By agreement with the Navy Relief Society in areas where there is no Navy Relief Auxiliary, Navy and Marine Corps personnel and their dependents may apply for aid through the Red Cross. If Navy Relief authorizes assistance, the Red Cross will advance the funds and be reimbursed by the society.

The local chapter serving your community may be contacted for further information about its program, the services offered and the opportunity for you to serve as a Red Cross volunteer helping other active and former Navy and Marine Corps personnel.

Veterans' and Other Organizations

Seventy organizations, including state agencies, have been authorized to present and prosecute claims to the Veterans Administration on behalf of veterans and their dependents. These are either chartered by Congress, designated by Congress, or otherwise recognized by the VA. Only one organization may represent you at any one time. Contact the local chapter of veterans' organizations for further details.

Death and Burial of Retired Members

The Retired Affairs Division of the Naval Military Personnel Command (NMPC 123) will, upon request from survivors of deceased retirees, inform them of benefits for which they may qualify through the Navy and other agencies by reason of the military service of the deceased.

This service is furnished in lieu of that provided through the Casualty Assistance Calls Program in the case of death of active duty members. This assistance may also be requested from the nearest naval activity.

The surviving spouse or immediate survivor of the retired member may also receive advice and assistance from vari-

ous service and veterans' organizations. Representatives of these organizations will be glad to furnish aid in completing any required forms and information concerning benefits.

There is no charge for gravesites or for the opening or closing of graves in a national cemetery. However, expenses for preparation, casketing or transportation of remains from the place of death to a national cemetery must by met from private funds.

Both the VA and the Social Security Administration provide partial reimbursement of burial expenses under certain conditions, regardless of whether the burial is in a national cemetery.

A member or former member whose last active service terminated honorably is eligible for burial in a national cemetery, except Arlington, in which grave space is available.

If an individual—retiree or dependent—wishes to be buried at sea or to have cremated remains scattered over the ocean, that request should be in writing. Upon death, the individual designated to make disposition of the remains should contact Office of Medical Affairs through the nearest naval activity who will provide assistance.

A headstone or grave marker is available without charge for any deceased veteran of wartime or peacetime service whose last period of active service was terminated honorably. The VA also will allow a maximum of $67 toward the purchase price of a headstone or grave marker if it is more desirable to purchase one from a commercial supplier. Application for reimbursement may be made on VA Form 21-8834, Application for Reimbursement of Headstone or Marker Expenses.

An American flag will be furnished by a VA office or a first-class post office to drape the casket of each retired member. The flag is delivered to the next of kin following interment.

The renditions of military ceremonies or honors depends upon the status of the decedent and upon the availability of American forces troops at an armed forces installation near the national cemetery. If it is determined by the commander of such installation that troops are not available, the next of kin or his representative may be able to arrange for the rendition of honors by members of local veterans organizations.

For more information on death and burial benefits of retired members, see "Survivor Benefits" in the March 1986 issue of *All Hands*.

Checkoff List for Retired Personnel and Survivors

The head of a family should make things easier for that family by having papers in order so as to inform dependents of their rights and benefits.

Retired Members

Protect your family. Read and review the *Navy Guide for Retired Personnel* (see the publications chart accompanying this story) with your family. Keep them informed of their rights and benefits. Complete the Record of Personal Affairs found in the guide.

Keep your address current. Notify, as appropriate, the Naval Reserve Personnel Center, Navy Finance Center, Veterans Administration and the Naval Military Personnel Command.

Safeguard your records. Keep copies of your naval records and retirement papers in a safe place. Members who elected participtiion under the Survivor Benefit Plan should include information to that effect. Pre-Sept. 21, 1972, retirees who retained coverage under the Retired Servicemen's Family Protection Plan (RSFPP) should keep RSFPP Election Notice with important papers. Information from these records will be needed to apply for certain benefits.

Keep your beneficiary current. Make changes as necessary due to changes in marital status, deaths, etc.

Correspondence concerning benefits. In all correspondence, identify yourself completely by full name, rank/rate, service/file number, Social Security Number and branch of service. If corresponding with the VA, include your claim number.

Periodic check on Social Security. Check your insurance policies periodically to ensure current beneficiary. Holders of term contracts should consider converting to permanent plan insurance.

Obtain and read the applicable publications in the accompanying list.

Survivors

Burial in a national cemetery, reimbursement of burial expenses and headstone information described above.

Notification in the event of member's death. Immediately upon death of retired member, forward one copy of death certificate to the Navy Finance Center. Give current address for yourself or executor of estate. This will assist in expediting payment of survivor benefits.

Review the Personal Affairs Records. Verify essential information concerning retired member and location of important documents.

Benefits for survivors. Don't hesitate to apply for any benefits to which you think you are entitled. Enclose all documents required by application.

Advice and assistance. Contact the VA, Red Cross, appropriate organizations, Retired Affairs Division of the Naval Military Personnel Command, or any naval activity for additional information and help.

Publications of Interest to Retirees

Retirement and Other Benefits

Disability Evaluation Manual (SECNAVINST 1850.4A) contains information about procedures leading to dis-

ability retirement or discharge of the active duty member.

Federal Benefits for Veterans and Dependents (VA Fact Sheet IS-1) Washington, Government Printing Office. Contains general information concerning most federal benefits enacted by the Congress for veterans, their dependents and beneficiaries.

Once a Veteran (NAVEDTRA 46602 series). American Forces Information Service, Department of Defense. Contains information on benefits available from the Veterans Administration and other federal agencies for service members to be released from active duty.

Reference Guide to Employment Activities of Retired Naval Personnel (NAVSO P-1778). Office of the Judge Advocate General, Department of the Navy, 200 Stovall St., Alexandria, Va. 22332. Explains the Dual Compensation Act, conflict of interest and other restrictions on civilian employment.

Your Social Security. Social Security Administration, U.S. Department of Health and Human Services. Contains information concerning Social Security benefits as a result of service.

Your Personal Affairs (NAVEDTRA 46600 series). Office of Information for the Armed Forces, Department of Defense. Contains general information about matters affecting the personal affairs, including insurance and benefits, of service members and their families.

Veterans Preference in Federal Employment (EV 2), U.S. Office of Personnel Management, Washington, D.C., Government Printing Office. Explains the various restrictions imposed upon retired military personnel in federal employment.

Federal Job Information Centers Directory (BRE-9), U.S. Office of Personnel Management, Washington, D.C. 20415. This is a comprehensive listing of Federal Job Information Centers throughout the United States where answers can be provided to questions about federal employment.

Tax and Insurance

Armed Forces Federal Income Tax (NAVSO P-1983), Office of the Judge Advocate General, Navy Department, 200 Stovall St., Alexandria, Va. 22332. Covers most of the federal income tax problems.

Tax Credit for the Elderly (Publication No. 524). This document may be obtained free from District Directors of the Internal Revenue Service.

National Service Life Insurance (VA Pamphlet 90-3). Veterans Administration. Contains information on premium rates on National Service Life Insurance.

United States Government Life Insurance (VA Pamphlet 9-1). Veterans Administration. Contains information on premium rates on United States Government Life Insurance.

Servicemen's and Veterans Group Life Insurance Handbook (Handbook 29-75-1). Veterans Administration. Contains general information on Servicemen's Group Life Insurance and Veterans Group Life Insurance.

Survivor Benefit Plan for Retired Members of the Uniformed Services (NAVEDTRA 46605C, Revised 1984). American Forces Information Service, Department of Defense. Contains information about the Survivor Benefit Plan under which members of the armed forces can provide incomes for their widows and eligible surviving children after their death. (Each prospective retiree should be provided a copy.)

Additionally, the three publications described below contain comprehensive, up-to-date information on military retirement that the retiree should find particularly useful.

Navy Guide for Retired Personnel and Their Families, (NAVPERS 15891 series). Provides detailed information on retired rights, benefits and privileges. In accordance with *MilPers Manual* article 6220120, this publication will be provided to career personnel prior to retirement. Copies may be ordered in accordance with NAVSUP 2002, COG I stock No. 0500-LP-345-1021. After retirement, current editions may be purchased from the Superintendent of Documents, GPO, Washington, D.C. 20402.

Shift Colors (formerly the *Retired Naval Personnel Newsletter*). Published tri-annually, updates information provided in the Navy Guide for *Retired Personnel and Their Families* and serves as an official line of communication between the Navy and members of the retired community to keep them informed of new legislation, significant changes in regulations and policy, and recent developments in the Navy. Retirees' names are entered automatically on the subscription list. Members who, for some reason, do not receive an issue within six months after retirement should contact the Commanding Officer, Naval Reserve Personnel Center, Code 03, New Orleans, La. 70149

Periodicals

All Hands, Magazine of the U.S. Navy. Navy Internal Relations Activity, Print Media Division, Rm. 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200.

Naval Affairs. Fleet Reserve Association,1303 New Hampshire Avenue, NW, Washington, D.C 20036

Sea Power. Navy League of the United States, 818 18th Street, SW, Washington, D.C. 20006.

The Retired Officer. Retired Officers Association, 201 North Washington St., Alexandria, Va. 22314.

The United States Naval Institute Proceedings, United States Naval Institute, Annapolis, Md. 21402.

REMINDER:

A limited number of additional copies of this article, and of each *All Hands* issue containing "Navy Rights & Benefits," are available from: Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.

Where To Go For Information

IF YOU HAVE QUESTIONS	GET ANSWERS FROM:
Your orders transferring you to the Navy's retired/ Fleet Reserve list	Director, Retirement/Fleet Reserve Div. Naval Military Personnel Command (NMPC 23) Washington, D.C. 20370-5233
Service Record information and verification of dependent ID cards	Naval Reserve Personnel Center New Orleans, La. 70149-7800
Retired pay and allowances, SBP annuities or arrears of pay	Navy Finance Center Retired Pay Department (NFC-30) Anthony J. Celebrezze Federal Building Cleveland, Ohio 44199-2058
Miscellaneous Navy retirement assistance	Retired Affairs Division Naval Military Personnel Command (NMPC 123) Navy Department Washington, D.C. 20370-5123
Who to notify when retiree dies	Navy Finance Center Retired Pay Department (NFC-302) Anthony J. Celebrezze Federal Building Cleveland, Ohio 44199-2058
Change of next of kin or beneficiary if you hold National Service Life Insurance or United States Government Life Insurance	The Veterans Administration office that maintains your insurance records
If you hold Servicemen's Group Life Insurance	Office of Servicemen's Group Life Insurance 213 Washington St., Newark, N.J. 07102
Verification and issuance of medals or unit awards	National Personnel Records Center Military Records Branch 9700 Page Boulevard St. Louis, Mo. 63132
Articles, books, scripts or speeches you have prepared for commercial publication and desire a review of for security, accuracy, and policy	Office of the Chief of Information (OI-211), Navy Department Washington, D.C. 20350-1200
Passports	Passport Office Department of State Washington, D.C. 20524
Government publications	Superintendent of Documents U.S. Government Printing Office Washington, D.C. 20402
Uniformed Services Health Benefits Program (USHBP) or the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS)	The Health Benefits Counselor at the nearest Navy or Marine Corps command or, CHAMPUS Information Aurora, Co. 80045
Admission to the United States Naval Home	Governor, United States Naval Home 01800 East Beach Blvd Gulfport, Miss. 39501-1793
Federal government Civil Service retirement system	Bureau of Retirement Insurance and Occupational Health U.S. Civil Service Commission Washington, D.C. 20415
Financial aid programs under the U.S. Office of Education	Dept. of Education Washington, D.C. 20202
Education scholarships under Dependents' Scholarship Program	Community and Personal Services Division Naval Military Personnel Command (NMPC 121D) Washington, D.C. 20370-5121
Assistance from the Navy Relief Society	The local chapter of the Navy Relief Society or, The local chapter of the American Red Cross or, Headquarters, Navy Relief Society Room 1228, 801 North Randolph St. Arlington, Va. 22203-1989
Assistance to survivors of deceased retirees	Retired Affairs Division Naval Military Personnel Command (NMPC 123) Washington, D.C. 20370-5122
Application for headstone or grave marker	Director, Monument Service Veterans Administration 811 Vermont Avenue, NW Washington, D.C. 20420

Retiring at last—but there's paperwork to do!

Retiring from the Navy can go smoothly if you know what to do and when to do it. The key to an easy retirement process, as Capt. William C. Krieg found out, is pre-planning. Initiating the paperwork early, following it through and, more importantly, having patience with the entire process can help keep frustrations to a minimum.

Krieg retired after 27 years in the Navy as a Supply Corps officer. He felt the Navy had been good to him and his family, but he had dreams of moving to Tampa, Fla., with his wife, getting in some deep-sea fishing and going to the beach as often as possible. He had decided the time had come to make those dreams a reality, so he started making plans to retire.

Krieg looked through the Naval Military Personnel Command Manual to find what he needed to do. He learned he had to start his paperwork nine to 12 months before his desired date of retirement. He planned to leave the Navy in August 1986, and he wanted to give himself time to solve any potential problems in his retirement process. So, within the recommended timeframe, he wrote his letter requesting retirement and kept



track of it as it went through the chain of command up to the Secretary of the Navy. Once his request was approved, his orders were cut at Naval Military Personnel Command and forwarded to his local Pay/Personnel Administrative Support System office.

From then on it was easy sailing for Krieg because he worked closely with PASS. He completed the necessary paperwork in time to leave the Navy in May 1986—three months before his retirement date—and take advantage of nearly 90 days of terminal leave.

Krieg said that sailors getting ready to retire shouldn't be fooled, though. Filling out the paperwork and coordinating with PASS takes time, and he said there seemed to be more paperwork to handle when he retired than when he joined the Navy. If you leave your retirement request to the last minute, your retirement date could be delayed.

Once Krieg's letter went through, PASS sent him a package of forms:

- to enable him to get paid and to make out allotments;
- to apply for a retiree ID Card so he could use his medical benefits and base privileges;
- to get insurance coverage from the Veteran's Group Life Insurance or update the Servicemen's Group Life Insurance;
- to participate in the Survivor Benefit Plan;
- to indicate future employment with a defense-related agency; and
- to supply necessary personal data.

Krieg made copies of his medical and dental records and received a complete physical before retiring. At that point, PASS was ready to work with him to process more forms:

- NavCompt Form 2272, "Navy Retired/Retainer Pay Data Form," which was sent to the Navy Finance Center, Cleveland, Ohio, 45 days before his retirement date so he could receive his retainer checks;
- DD Form 214, "Certificate of Discharge," which documented his accomplishments while on active duty, including training courses, and the status of his separation;
- NavCompt Form 3067, a detaching endorsement, which is sent to the Navy Finance Center to close his active duty pay account and open his retired pay account;
- Record of emergency data, which shows his dependency status and his SBP election;
- VGLI/SGLI insurance forms to designate his beneficiaries; and
- ID card applications for him and his dependents.

PASS processes all of this information, and Krieg said this is where patience is important. "You're not the only one retiring in the system," he said. "One (PASS) person may be processing 40 to 50 records at once, and your paperwork might be delayed so that someone retiring before you can be pushed through." This sort of delay, however, does not keep a person from retiring on time. It does help if you give the system enough time to process you.

Krieg now is living in Tampa, where he enjoys the life he dreamed about a year and a half ago. There are some drawbacks, though. "It's hard reorienting myself to being away from the rigid schedule I was on in the Washington area, but it's probably more of a shock to my wife. Now I sit, drink coffee, and read the paper every morning for more than an hour, which is something I'd never done before, except on Sunday."

But that probably won't be a problem for long. Krieg knew he would not be able to live off his pension check, and his early retirement experience confirmed his suspicions. "I'll say one thing, you cannot live on that pension you receive," he said. "You have to make sure you're receptive in your mind that you're going to start a second career."

Krieg had organized his resumé and sent it to 10 major firms in Tampa for positions he felt qualified for with his Navy background in program management, government acquisitions, contracting and procurement.

He admitted feeling some anxiety about tackling the civilian job market after working for the government for 27 years. "After all those years of sitting on the other end of the table and doing the interviewing, it was quite a change to be on the opposite side responding to the questions. But I know I made a wise choice by sending my resumé to several firms."

Being interviewed for jobs three months *before* you retire is just one of the benefits that came from that key to successful retirement—advance planning.

—Story by Candace Sams

The Retired Personnel Support Branch of Naval Military Personnel Command coordinates retiree seminars every fall. Held at bases and stations throughout the United States, the seminars update retirement benefits, including CHAMPUS eligibility, VA benefits, military retirement pay processes, retirement ID cards, Uniformed Health Services and Social Security. Investment advice, education opportunities, job-hunting tips, resumé writing and the like are generally *not* covered in such seminars.

Invitations are sent out to retirees who live within a 200-mile radius of a naval station holding the seminars. A Retired Affairs Officer located at many base Navy Family Service Centers serves as the point of contact for the seminars and for any retirement information. Retirees outside the 200-mile range should contact the nearest base RAO if they wish to attend a seminar.

Another good source of information for retirees is *Shift Colors*, a newsletter distributed three times a year from NMPC. It gives the latest information about laws affecting retirees, social security, DEERS, the Veterans Administration and ID Cards. □



Adm. James D. Watkins recently received the NAACP's annual Meritorious Service Award for his work in promoting the goals of the NAACP. Watkins increased minority participation in meaningful roles of leadership in the Navy, according to Dr. Benjamin L. Hooks, executive director and chief executive officer of the association. Photo by PH1 Chuck Mussi.



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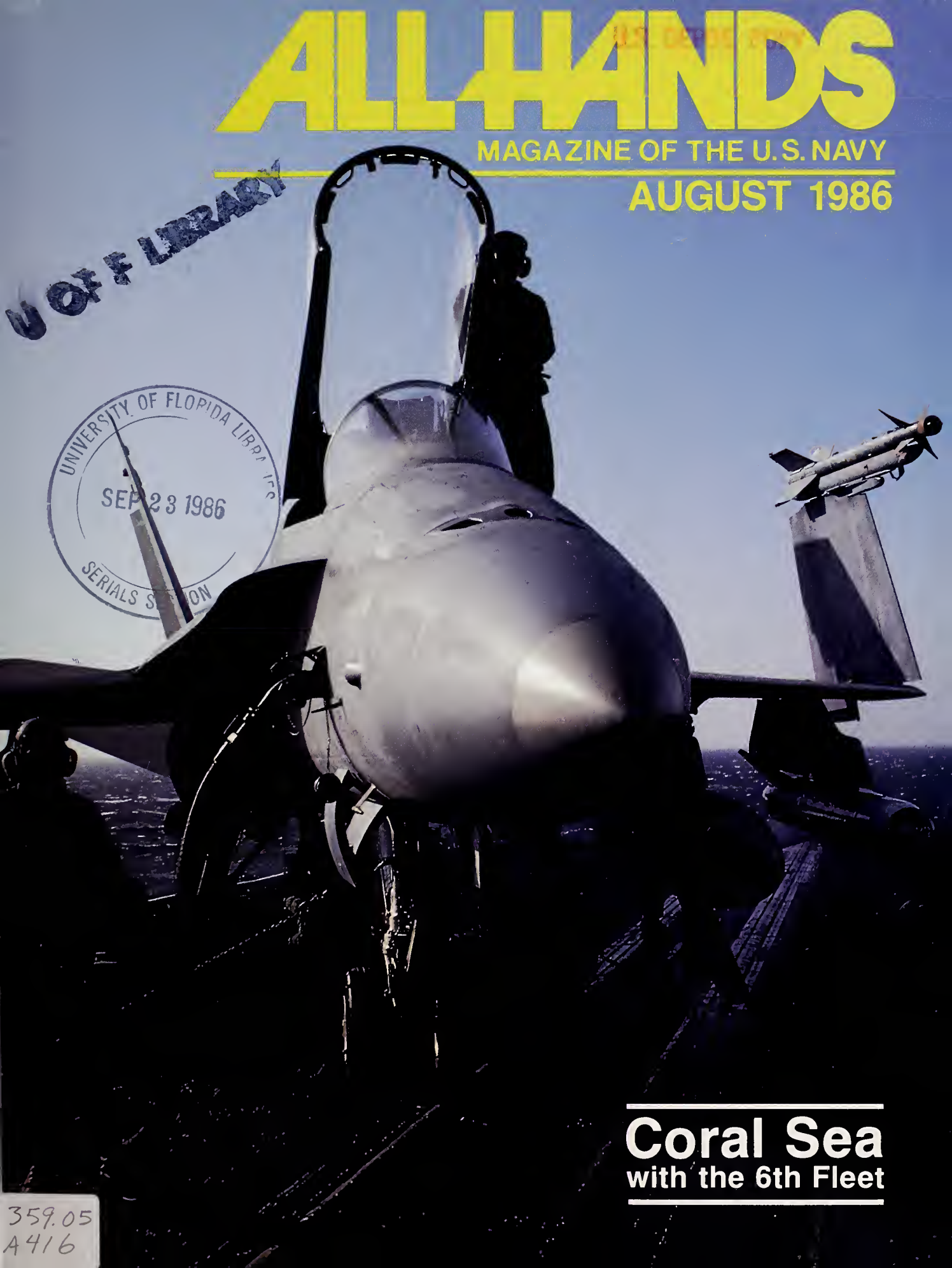
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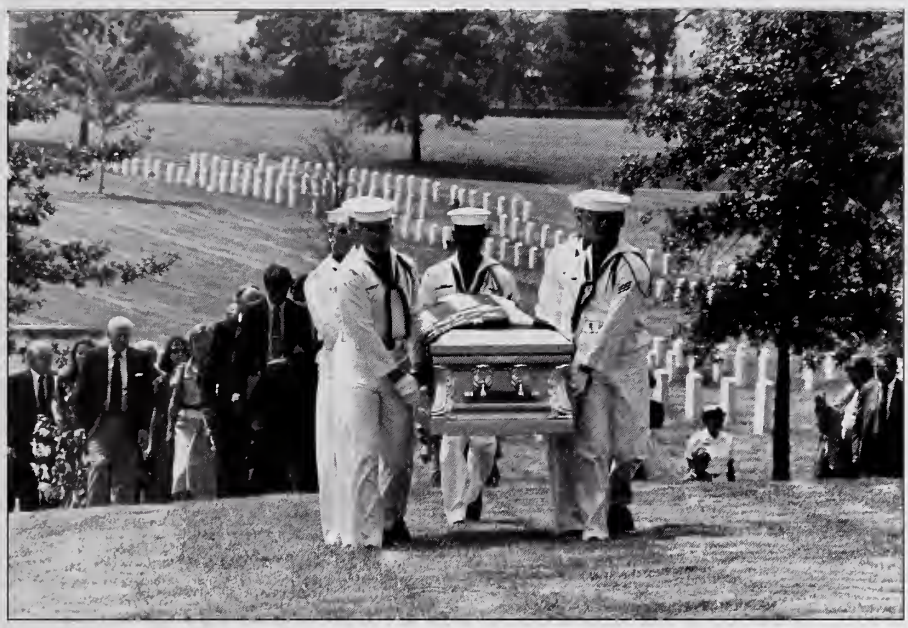
The men at the helm



Eight former chiefs of naval operations joined the current CNO and his predecessor at the dedication of an oak-paneled Pentagon corridor that contains memorial portraits of all former CNOs. From left to right are Admirals James L. Holloway III, Carlisle A. H. Trost, Robert B. Carney, Thomas B. Hayward, James D. Watkins, Elmo R. Zumwalt Jr., George W. Anderson Jr. (seated), David L. McDonald, Arleigh A. Burke and Thomas H. Moorer. Together they represent 33 years at the Navy's helm. A synopsis of their individual impacts on the fleet begins on page 14. Photo by PH1 Chuck Mussi.

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Front Cover: Crew members tend to one of Coral Sea's F/A-18 Hornets. Photo by PH2 Roy Knepp.
Back Cover: "Destroyer Man," an oil painting by Walter Brightwell, depicts a Navy enlisted man aboard USS Theodore E. Chandler (DD 717) in March 1960. From the Navy Art Collection.

Navy Currents

SEALs seek volunteers

The Navy is looking for qualified volunteers to fill projected increases in manning requirements for its diver, explosive ordnance disposal and SEAL programs.

Any diving, EOD or SEAL command/detachment will provide prospective applicants with information about these programs. They will also give screening tests and assist applicants in preparing their training application packages.

Application instructions and requirements for all three diving programs are outlined in MILPERSMAN 1410380.

Volunteers should forward, via their commanding officer, an Enlisted Personnel Action Request (NAVPERS-1306/7) to: Commander, Naval Military Personnel Command (NMPC-401D), (NMPC-407C for hospital corpsmen), Washington, D.C. 20370. □

Naval Reserve videotape

"The Naval Reserve: A Force on the Move," a 19-minute color videotape, is being distributed to Naval and Marine Corps Reserve Centers nationwide.

The videotape highlights progress of the Naval Reserve since its beginning in 1916, pointing out the rapid upgrading of readiness and operational capabilities. Use of the latest aircraft and ships and assignment of new missions are described in the presentation.

Point of contact for reserve centers is Ed Orniski, Joint Visual Information Activity, Tobyhanna Army Depot, Pa. 18466-5102; autovon 795-6543. □

Military families and stress

Despite all the pressures placed on military families, they have surprisingly few psychological and social problems, according to a survey by a group of child psychiatrists, cited recently in the *Washington Post*.

Faced with combat stress, long absences of the father and frequent moving from assignment to assignment, these families might be expected to have more problems than other families, but the study shows otherwise.

The divorce rate is apparently lower than average in military families. The occasional separations that are built into the military system may "defuse" stressed marriages, the study suggests.

Frequent moves may seem stressful, but may actually represent growth opportunities for military families, helping children learn to cope.

The authors attributed the strength of military families to the fact that people with severe psychological problems are not permitted in the military and to a supportive military network. □

Survivors' housing allowance

If you die on active duty, your family now will receive a death benefit of 90 days' housing allowance.

This allowance, effective since last December, allows the family to remain in government housing for up to 90 days following the death of a service member, or to receive BAQ and VHA for the same period.

If the family leaves government housing before the 90 days are up, they will receive the cash balance of their housing allowance. □

Automatic insurance coverage

Active duty members of the Armed Forces, and most reservists, are now automatically insured up to $50,000 under the Serviceman's Group Life Insurance program.

This insurance program costs you 8 cents a month for each $1,000 of coverage, or $4 a month for the full $50,000. The full coverage amount is automatically deducted from your pay each month, unless you indicate a desire for less coverage.

Reduced coverage is available in $10,000 increments. Those who want less than full coverage must submit an SGLI election form

indicating their preferred level of coverage.

Your personnel office will help you fill out forms and provide you with any additional information needed to make a change to your coverage. □

OB/GYN surgery changes

Obstetrical/gynecological (OB/GYN) and general surgery services are being temporarily reduced or discontinued at certain naval hospitals in the continental United States in order to correct staffing shortages at overseas and isolated medical facilities.

The changes will not prevent eligible military patients from receiving care. In areas where services have been reduced or discontinued, the Navy will continue to provide OB/GYN care for active duty women at civilian or other military facilities at the Navy's expense.

There will be a temporary discontinuation in OB/GYN service at the naval hospitals in Newport, R.I., and Long Beach, Calif., and the medical clinic in Pearl Harbor, Hawaii.

Naval hospitals in Lemoore, Calif., and Great Lakes, Ill., will experience a temporary reduction in their OB/GYN services. OB/GYN physicians from these locations will be reassigned to overseas and isolated U.S. hospitals where the current number of doctors is inadequate to meet demands, and where alternate sources of OB/GYN care are not available.

Call your naval hospital for more information. □

We've moved!

By the time you read this, *All Hands* (and the entire NIRA organization) will have moved to Arlington, Va. Our new mailing address is:

All Hands magazine
Commonwealth Bldg., Rm. 1046
1300 Wilson Blvd.
Arlington, Va. 22209-2307

Our new telephone numbers are: (202) 696-6874; Autovon 226-6874. □

ALL HANDS

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NIRA Print Media Division also publishes *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 696-6874; AUTOVON 226-6874 for editorial; (202) 696-6878, AUTOVON 226-6878 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. Other correspondence and submissions to *All Hands*, NIRA Print Media, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

VC 6

Keeping the Navy on target

It looks like war, but it's only a carefully-created illusion.

Although gunner's mates and aviators are scoring direct hits, they're not at war. They're at target practice.

Fleet Composite Squadron 6, headquartered at the naval air station in Norfolk, Va., gives Navy and Marine Corps shooters the chance to sharpen their skills against moving targets.

Squadron members travel throughout the Atlantic and Caribbean to provide this important training to the fleet.

"We get the targets to where the shooters are," said Cmdr. Rich Richards, VC 6 commanding officer. "We have five East Coast detachments of aviators and surface ship sailors. They deploy to combatant and support ships and to remote sites around the world to perform their 'orange mission'."

"Orange," because the target drones and boats are painted orange. Squadron members maintain, control, launch, and decontaminate these reusable targets.

"We need members from both sides of the house—air and surface—to do this," Richards said. "We have 20 officers and 186 enlisted—most of whom are trained in drone operations and maintenance on aircraft *and* boats."

At the Dam Neck, Va., detachment, the squadron maintains the aerial targets and the aerial launch site. Because of this, East Coast ships and air squadrons frequently practice off Dam Neck's shores.

After an aerial target is launched, it is controlled electronically by the computer mounted in its fuselage. A squadron pilot sends messages to the target through a





computer bank, located in the site's control tower.

"Although you're in the tower controlling a target, it's just like flying," said Lt. Ray Tranchant, a squadron pilot.

"The controls are much like those you would find in a jet," Richards added.

"We have an approximately 100-mile range off the coast and we have a monitor that tracks the targets and enemy fire. We fly the target around the range against the simulated enemy's live fire just like we would fly an aircraft under enemy fire," continued the commanding officer.

Normally, the pilot flies the target for about 45 minutes or until it gets hit. Once hit, radar tracks the target's location. The squadron's Little Creek, Va., detachment then retrieves the drone.

They use one of the Navy's few remaining World War II patrol boats, which was converted for drone retrieval. Helicopters are used to pick the target out of the water and take it ashore for maintenance and re-use.

In addition to the aerial targets, detachment members maintain and operate two types of powered, seagoing, radio-controlled targets called *Septar*s. These flashy orange speedboats have electronic reflectors so aircraft and ships' radar can locate, track and fire at them.

During exercises, petty officers from VC 6, using remote controls, maneuver both types of target boats from a control tower. The larger of the two *Septars* is used against combatant ships. The other is used against F-4 *Phantom*s, F/A-18 *Hornet*s, A-6 *Intruder*s, and other Navy and Marine Corps aircraft.

"The F-18s stay on us," Richards said. "It's a real challenge for the petty officers trying to maneuver out of the line of fire.

"It's like a giant video game—all the glitter, graphics and intensity," Richards added, "But, it's not a game. It's invaluable training to the fleet."

As with the aerial targets, the squadron retrieves and repairs these target boats. This saves the Navy millions of dollars and allows more training for the same cost.

The squadron participates in exercises that last from one day to six months.

"We are always providing training to the fleet," Richards said. "And we even provide British pilots with the same training our pilots receive. They complete their schooling at Point Mugu, Calif. Then they complete their on-the-job training here, prior to assignment at a target squadron, much like ours, in the United Kingdom."

Training to the fleet—the orange mission—has always been the squadron's primary responsibility. However, a tactical mission soon will be added to the squadron's jobs.

The remote-piloted air vehicles will be fitted with a camera, tactical sensors, and other information-gathering equipment. The vehicle can then be employed in a variety of surveillance roles.

"This mission is just being introduced, but it will definitely be on line soon at our Patuxent River, Md., detachment," Richards continued. "And we're excited about it."

VC 6 members find their exercises in illusion an exciting way to train the fleet for the real thing. □

—Story and photos by
JO2 Jodelle Blankenship
NIRA Det. 5, Norfolk, Va.



Fleet Composite Squadron 6 maintains and operates drones and other reusable targets so that members of East Coast ships and air squadrons can sharpen their skills against moving targets.





Flight engineers

'Humility can be good for you'

John Sablyak wanted more of a challenge out of his aviation machinist's mate rating than just working in the maintenance department. So he decided to become a flight engineer. He never realized, though, how humbling the experience could be until he had spent a few weeks at the flight crew training school, Naval Aviation Maintenance Training Group Detachment, at Patrol Squadron 30, NAS Jacksonville, Fla.

"You can't be afraid of failure because here you're going to find out you're not perfect. You may have been the best in your other job in maintenance, but when you come here and realize you're not going to be No. 1, *that's* humbling."

One reason becoming a flight engineer is so demanding is that the specialty actually combines three specialties into one job: aviation machinist's mate (AD), aviation electrician's mate (AE), and aviation structural mechanic (AM). And if that weren't tough enough, the AM rating requires additional expertise in three more areas: hydraulics (AMH), emergency equipment (AME) and structures (AMS). After 19 weeks, Sablyak is a systems expert; a genuine jack-of-all-trades for P-3 *Orion*s and has been assigned to VP 8 in Brunswick, Maine. But the expertise hasn't come easily.

After completing the 19 weeks of training required to become flight engineers, students have expertise in all of an aircraft's vital systems.

"So much information is shoveled into you at one time that it becomes intimidating," said Sablyak. "The instructors are very demanding about how much they want you to know and how soon they want you to know it. But as the training goes on and you start flying and putting your knowledge to use, it clicks in more and more."

Before things start to click though, potential flight engineers must survive some strictly structured training. Students train in three phases for the 19 weeks.

First comes five weeks in phase A—ground school at VP 30's training facility for flight crews to learn the basics of a P-3 system. The remaining 14 weeks are divided between phase B and phase C in the classrooms on the flight crew side of NAMTraGruDet. In phase B, students fly with VP 30 pilots, and phase C has the flight engineers train with other P-3 crew members to master tactics for the P-3's anti-submarine, search and rescue, and mining missions.

"When I came here after the first five weeks, I really felt like I was sinking, because the material was so much more in-depth. But as the studying and training continued, it started coming together and it got to be fun. You have to work hard to make it fun, though."

Flight engineers become immersed in the Naval Air Training and Operating Procedures Standardization manual, the "bible" of naval aviators. Since so much information must be covered in a fairly short period, study time is compressed. What might normally be a typical two-day discussion of a section of NATOPS

becomes a 35-40 minute reading session.

Instructors give some relief to the fast-paced training routine with one-on-one instruction to students. Each student is assigned to an individual instructor who can provide special assistance that may be needed. Other instructors' names and home phone numbers are on a corner of the blackboard, for help after class hours; every effort is made to help students succeed. But extra assistance from instructors doesn't mean flight engineer school is a free ride.

As Sablyak said, "You won't get anything for free here."

AE2 Rich McGuire agreed. In his phase B training, McGuire found his frustration level starting to rise whenever he asked questions. "The instructor never gave me a specific answer. He started to pick my brain on what I knew all *around* that subject. Then all of a sudden, something would click. I always ended up answering my own question because he prompted me to think in different directions." The training tech-



Flight engineer students are graded on performance in classrooms and under simulated and actual flight conditions.

niques of individual instructors may vary, but the results have to be constant: students must learn the same curriculum and advance to graduation to stay in the program.

Students are required to maintain an 80 percent grade on every testing evolution—classroom, simulator and flight—throughout the 19 weeks.

Instructors ensure students learn quick but accurate reactions in the simulated cockpit. "During a test on scanning the gauges, the instructors may pull a gauge to zero and you have to find it in a hurry," said Sablyak. "There are so many to look at, you have to make sure you find the right one, find out what the problem is and fix it fast. At the same time, they're distracting you by asking you other questions, so you have to be accurate in what you're doing. My hands, brain and mouth couldn't function properly as a team at first, but I eventually got it down."



Students learn by their mistakes and the instructors emphasize and re-emphasize trainees' weak areas. Sablyak said the instructors are totally committed to turning out good flight engineers; they know how badly the fleet needs them.

Flight engineer school graduates leave VP 30 with a Navy Enlisted Classification code (8251) and are assigned to squadrons for sea duty. But the combination of the ratings and skills that have been mastered means the flight engineer has to wear two hats—one as a flight engineer and the other in his rating. Next come duty assignments.

For their sea duty, flight engineers are assigned to maintenance billets. Since they are all second class or above, they usually become shift supervisors or work center supervisors. With their background of training in the other rates, flight engineer chiefs are chosen as maintenance control chiefs at most squadrons.

But wearing two hats may present some training problems after graduation, according to AFCM Jim Burris. Flight engineers have to keep up with their NATOPS studying as well as keeping up with their own ratings. This extra study load means that flight engineers spend much of their own time hitting the books. Besides all the qualifications difficulties, flight engineers usually draw tough duty assignments.

Since their job is to fly with the P-3s on six-month deployments, there are a limited number of shore duty billets, and non-deploying duty for flight engineers. "That's why we have such a high turnover," said ADCS Charlie Bolduc. "At the end of their tour, some guys prefer to go back to their rating because they can't find shore duty at a convenient place."

Despite the various drawbacks and extra qualifications, flight engineers have the sort of responsibilities and challenges that can make it all worthwhile. The flight engineer's role in the P-3 mission starts with signing for the plane with the aircraft commander. The engineer will check the past 10 flights of the aircraft for its maintenance work. His pre-flight responsibilities include computing the amount of fuel needed for the flight and computing the weight and balance of the P-3 before takeoff. During the flight, he monitors the fuel, pressurization, air-conditioning, hydraulics and electrical systems.

But the flight engineer's responsibilities go beyond knowing the technical requirements of the plane; he also is responsible for the performance of the other enlisted people.

"The flight engineer is the senior enlisted leader in that group due to his position. The relationship between the pilots and the flight engineer is critical because he sets the mood for the rest of the enlisted guys," said Cmdr. George Hodermarsky, VP 30's training officer.

Instructor-under-training AE1 Michael Nancarrow agreed. "You have to set the precedent for what's going to happen to the rest of the guys. How well flight engineers get along with the officer pilots up front will determine how well they get along with the enlisted crew members in the back." Nancarrow was assigned to VP 16 at NAS Jacksonville, Fla., for his sea duty tour.

Burris says flight engineer students tend to go through a transformation of personality—a maturing—when they go through VP 30's flight crew training. "It's like watching them from kindergarten to college graduation in 19 weeks. This program can be a very humbling experience. But then again, humility can be good for you." □

—Story and photos by Candace Sams

Hells afloat

Revolutionary War prison hulks



The Jersey, a 64-gun ship of the line, was condemned by the Royal navy and became a rotting prison hulk in New York Harbor.

September 19 is National POW-MIA Recognition Day. All Hands *is noting this commemoration with an account of some of the first American POWs.*—Ed.

During the American Revolution, nearly 11,500 American service men died as prisoners of war. They were trapped aboard the notorious British prison ships anchored in New York Harbor's East River between Manhattan and Brooklyn. Referred to as "floating hells" by the POWs, these filthy, verminous, disease-ridden hulks claimed more lives than were taken by British guns.

Most infamous of the prison hulks was the *Jersey*. Once a proud and stately 64-gun ship of the line, *Jersey* was in bad shape at the beginning of the war. The ship was condemned by the Royal navy and consigned to spend its last days as a rotting prison hulk in New York harbor's Wallabout Bay.

Jersey's hull had been stripped of all masts and other fittings and the rudder had been removed. The flagstaff and bowsprit were all that remained. A spar amidships supported a derrick for hauling in supplies. Gun ports were nailed shut and along the hull two tiers of holes, 20 inches square and 10 feet apart, let in a little light and air. At the break of the quarterdeck was a 10-foot barricade with loopholes for muskets. There were cabins aft for the officers and separate spaces provided for the guards and crew. The crew was made up of two mates, a dozen seamen, a unit of Marines and a contingent of 30 British and Hessian soldiers.

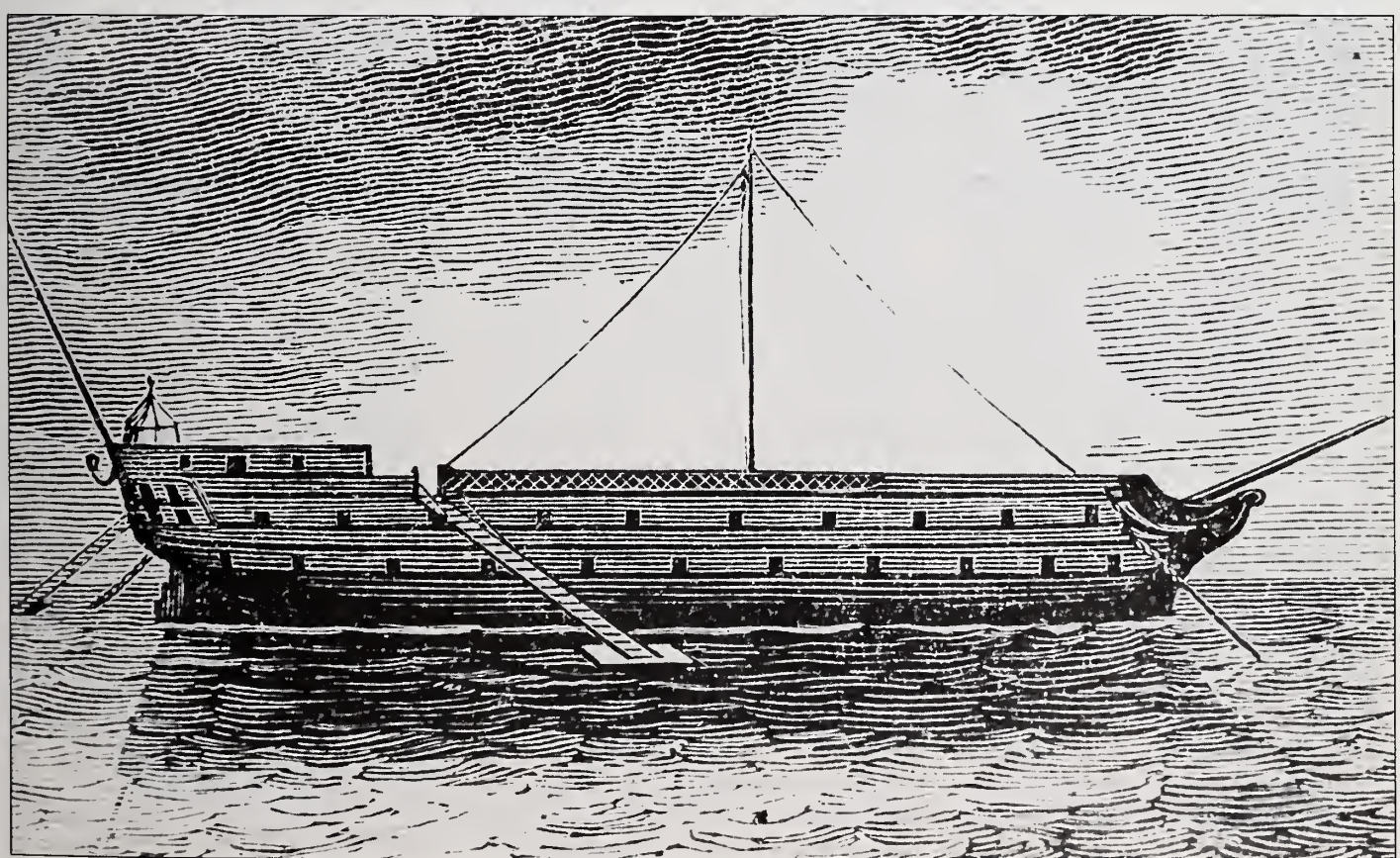
For the POWs, life in the *Jersey* was a constant torment. Crowded conditions, poor food, filth and disease shaped their miserable existence.

Ebenezer Fox, a young American seaman captured by the British and sent to the *Jersey*, described the prisoners already on board as being "covered with rags and filth; their visages pallid with disease, emaciated with hunger and anxiety and retaining hardly a trace of their original appearance. They were shriveled by a scant and unwholesome diet, ghastly with inhaling an impure atmosphere, exposed to contagion, in contact with disease and surrounded with the horrors of sickness and death."

Although the prisoners were allowed on deck during the day, at sunset they were sent below to the crowded holds. The hatches were covered with gratings, sentries were posted at each hatch. No lights were allowed and movement in the total darkness below was a precarious undertaking.

Below decks, the POWs slept in hammocks if they were fortunate enough to have them. Otherwise, bare raised planks or the cold wooden deck had to serve. The prisoners shared their dark quarters with rats, lice and other vermin.

With hundreds of men packed into each dungeon-like hold, the stench was dreadful and especially so during the warmer months. The dead often shared the spaces of the living until they were



removed for burial on the mud flats of the bay at low tide.

One of the POWs described the air below decks as being so foul that "a lamp could not be kept burning . . . by reason of which three boys were missed until they had been dead for 10 days." Another survivor related how men fought for air, "some crying, praying and wringing their hands and talking about ghosts and apparitions, others delirious . . . raving and storming; some groaning and dying—all panting for breath . . . ."

The prisoners were formed up, six to a mess, to receive their rations each day. Their meager fare was set at two-thirds of the normal British navy ration and consisted of worm-filled ship biscuit, decayed salt beef and pork, suet and once a week, a watery oatmeal gruel. Some of the salt pork and pickled beef was so tough that prisoners carved little trinkets out of the extra hard chunks.

The drinking water on board also left much to be desired. Prisoners related that the water sat so long in the casks that it had to be strained before drinking.

Weakened by putrid food, unpotable water, and general malnutrition, the POWs had little physical defense against the ravages of disease which hung about *Jersey* like a malevolent cloud. Each day at low tide, small groups of pallid, sickly prisoners, under heavy guard, would carry the night's toll of dead from the holds and bury them in the mud flats or in the salt marshes surrounding the bay.

Occupying the bay with *Jersey* were five other hulks, *Whitby*, *Scorpion*, *Prince of Wales*, *John* and *Stromboli*, with three other vessels, *Good Hope*, *Falmouth* and *Hunter*, designated as hospital ships. Some of the most seriously ill POWs were transferred to these hospital ships. Yet, these ships were little more than hulks themselves, providing few of the comforts normally expected of such vessels. As one survivor recalled, "The *Hunter* had been very newly put to use as a hospital ship. Her decks leaked to such a degree that the sick were deluged with every shower of rain. Between decks they lay along, struggling in the agonies of death, dying of putrid and bilious fevers, lamenting their hard fate to die such a distance from their friends; others totally insensible and yielding their last breath in all the horrors of light-headed frenzy."

The nurses on these hospital ships were male civilians, hired primarily because they were Loyalists and had no liking of rebels or their cause. Many were said to be sadists and drunkards, untrained and uncaring and more skilled at rifling dead men's pockets than providing medical aid. The sick were often forced to sleep two men to a bunk, and if one man should die in the night, his living bunkmate remained with the body until it was removed to the mud flats the next morning.

There were many escape attempts made from *Jersey* and its sister hulks. Some of them were successful. There was one escape by about 35 men, who, while taking the air on the main deck, rushed the sentries, disarmed them and seized a little schooner lying alongside and managed to get away. Others managed to escape by wrenching out the window bars and lowering themselves to the water. This form of escape required a swim of at least two miles by men already weakened by hunger and confinement, and, even worse, the shore was patrolled by sentries for a considerable distance.

Another avenue of escape taken by those who had their fill of confinement was to enlist in either the Royal navy or one of the British regiments stationed in the West Indies, with the stipulation that the POW would not be forced to fight against his countrymen. Many men chose this route, including Ebenezer Fox, who enlisted in a British army regiment stationed in Jamaica. Fox did so with the idea of deserting when the opportunity arose and somehow getting back home—which eventually he did.

Not all captured seamen were sent to the hulks in New York. Some were confined in England's Mill and Forton prisons and in prisons in Halifax, Nova Scotia, and Antigua, West Indies. Although the conditions at these and other prisons were indeed disgraceful, they didn't come close in approximating the horrors found on *Jersey* or other prison ships. For example, at Mill Prison in Plymouth, England, prisoners were allowed to govern themselves and set up their own rules of conduct. They slept dry and always had enough blankets. Some of the prisoners made odd bits of carving (not from chunks of beef) and fashioned ship models that were sold for them on the outside by the guards. But this was the exception and not the rule. Nearly all prisons were grim, but the death rates were low compared to the New York prison hulks.

There were sporadic attempts to treat the prisoners on the hulks more humanely. One prisoner, captured in June 1779, wrote of *Jersey*, "There was nothing plundered from us, we were kindly used by the Captain and others that belonged to the ship. Our sick were attended to by physicians who appeared very officious to recover them to health. Our allowance for subsistance was wholesome and in reasonable plenty, including the allowance by the Continental Congress sent aboard . . . on the whole we were as humanely treated as our condition and the enemy's safety would admit."

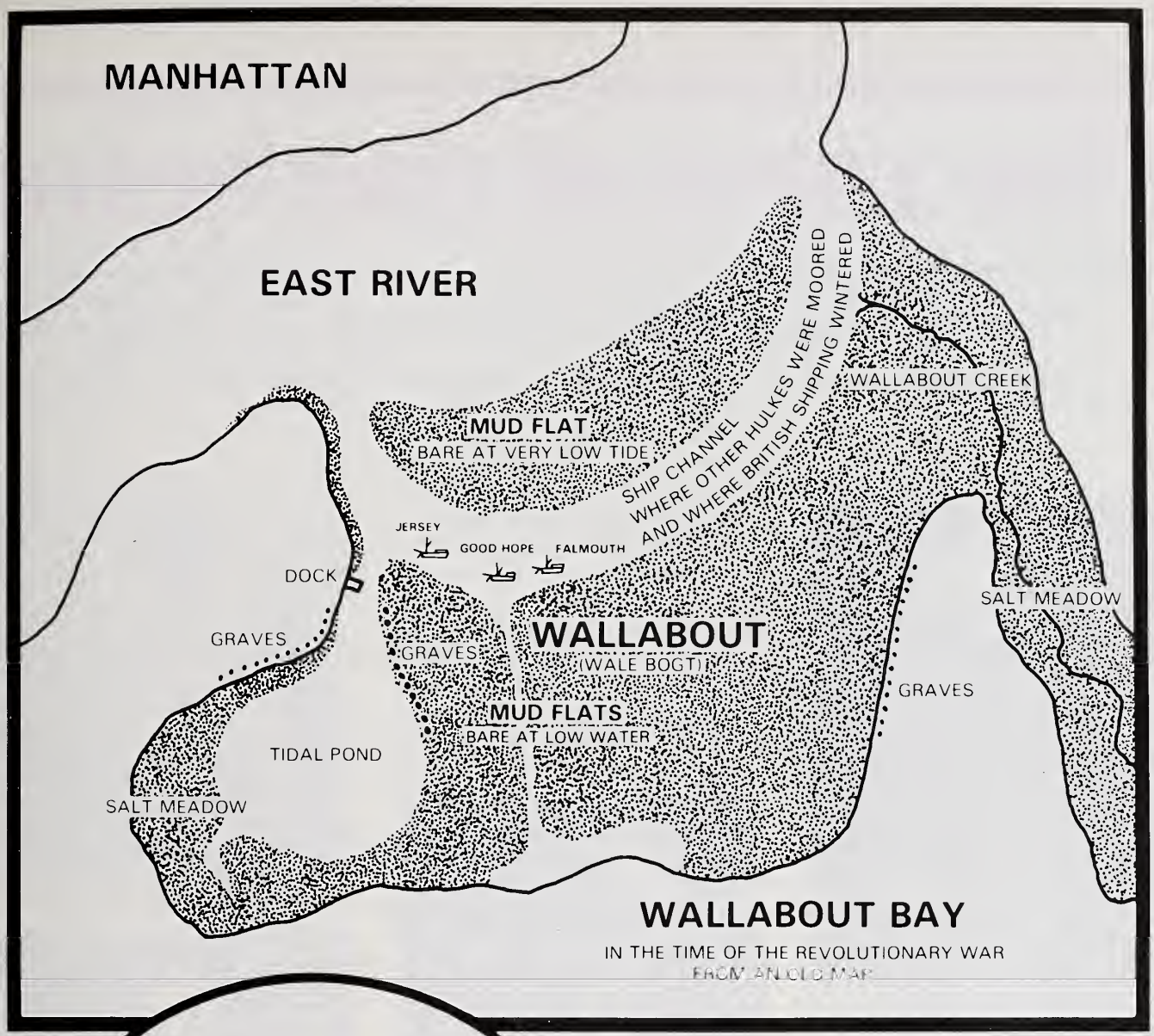
Still, the dreaded hulks had an irrefutably sinister reputation that makes up one of the darkest chapters in Revolutionary War history. For privateersmen and sailors of the Continental Navy, the fear of capture and confinement on a hulk may have well out-weighed their concern of facing British guns at sea. □

—Story by JO2 Mike McKinley. Lt. Cmdr B. Richard Lively contributed to this story.

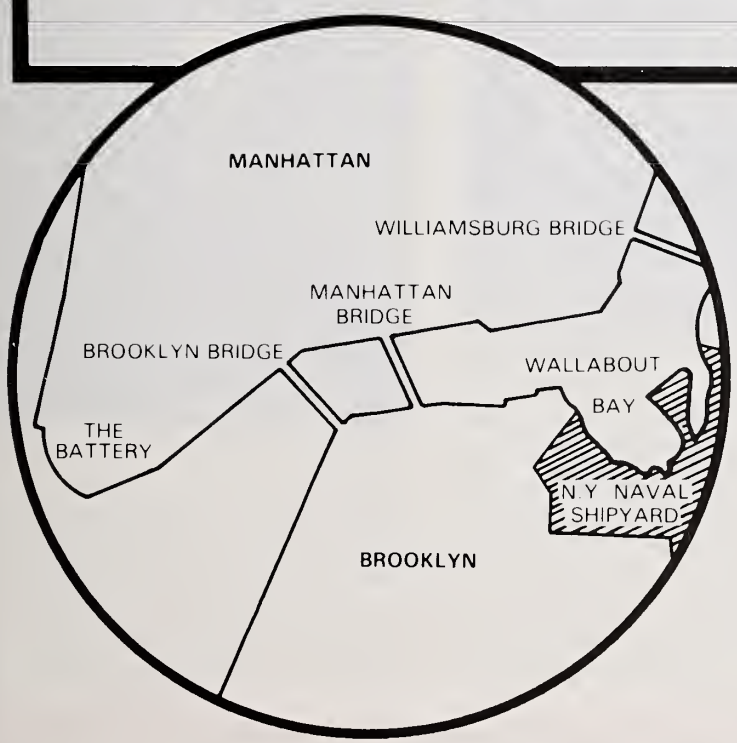
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No longer an 18th century slough that was the site of misery and death for thousands of American POWS during the Revolutionary War, the modern Wallabout Bay is surrounded by the New York Naval Shipyard, Brooklyn and Manhattan.

The men at the helm

The last nine CNOs and their portraits



Portrait by Bjorn Egeli

Adm. Robert B. Carney, USN
17 August 1953—17 August 1955

Adm. Carney led the Navy through a period of great technical and scientific progress. The nuclear age and hydrogen bomb became realities. The submarine USS *Nautilus* (SSN 571), the first nuclear-powered ship in the world, was commissioned on Sept. 30, 1954.

Also in 1954, Navy ships carried thousands of Vietnamese refugees to the safety of South Vietnam as Communist forces took control of North Vietnam.

A fleet modernization and new construction program was underway during this period, and in 1955 the first post-World War II carrier, USS *Forrestal* (CVA 59), joined the fleet.

Adm. Arleigh A. Burke, USN
17 August 1955—1 August 1961

Adm. Burke held the office of CNO for an unprecedented six years. Few actions have had such dramatic impact on the balance of power as Burke's decision to move forward with the *Polaris* missile. He ordered the organization of the Special Weapons Task Force that led to the



Portrait by Henry A. Nordhausen

launching on July 20, 1960—from the nuclear submarine USS *George Washington* (SSBN 598)—of a *Polaris* missile. International tension continued during the late '50s with explosive situations in Suez, Syria, Jordan, Quemoy and Matsu. The Navy played an important stabilizing role during this period by providing ready on-scene sea power. In 1958, the 6th Fleet, at the request of the government of Lebanon, landed Marines there to assure that country's freedom.

In the spring of 1960, the nuclear-powered submarine USS *Triton* (SSN 586) circumnavigated the earth while submerged.

Adm. George W. Anderson Jr., USN
1 August 1961—1 August 1963

Under Adm. Anderson's direction, the Navy continued to modernize. The first-nuclear powered surface ships, the carrier USS *Enterprise* (CVN 65) and the cruiser USS *Long Beach* (CGN 9) were commissioned in 1961, bringing about the new reality of a surface nuclear Navy.



Portrait by Henry A. Nordhausen

The Cuban missile crisis of October 1962 was peacefully resolved in large part because of a measured naval response. Other crisis situations, from the Caribbean to the eastern Mediterranean and Southeast Asia, kept the Navy always on the alert during Anderson's tenure.

Adm. David L. McDonald, USN
1 August 1963—1 August 1967

Foremost among the challenges facing Adm. McDonald was the rising Communist aggression in South Vietnam. In 1964, North Vietnamese patrol boats attacked the 7th Fleet destroyers USS *Maddox* (DD 731) and USS *Turner Joy* (DD 951) in the Gulf of Tonkin. Air strikes from 7th Fleet carriers against



Portrait by Raymond E. Kinstler

North Vietnamese bases quickly followed.

As U.S. involvement increased in South Vietnam, Communist-inspired riots broke out in the Dominican Republic in April 1965. U.S. Marines of the Atlantic Fleet Ready Amphibious Force were landed, at the request of the Dominican Republic President, to help restore order.

By early 1966, the steady buildup in Vietnam of naval river patrols, anti-infiltration coastal blockades, amphibious operations, gunfire support and carrier air strikes were being successfully blended into the South Vietnamese defense effort. U.S. armed forces were supported from the sea by an 8,000-mile lifeline. The first nuclear-powered surface task force, consisting of the carrier *Enterprise* cruiser *Long Beach* and frigate USS *Bainbridge* (DLGN 25) went into combat action off Vietnam in 1966. The last of 41 *Polaris*-equipped nuclear submarines, USS *Will Rogers* (SSBN 659) was commissioned on April 1, 1967.

Adm. Thomas H. Moorer, USN
1 August 1967—1 July 1970

During Adm. Moorer's tour as CNO, the Vietnam War continued and Navy technology reached under the sea and into space. In 1968, the burgeoning strength of the Soviet navy became apparent with the appearance of a large Russian task force in the Mediterranean. Soviet cruiser/destroyer squadrons operating in the Red Sea and Indian Ocean on show-the-flag missions signaled the Soviet Union's intention to establish a permanent naval presence. While this challenge gave new urgency to the American seapower effort, the Cold War in Europe flared again with the Russian invasion of Czechoslovakia.



Portrait by Albert K. Murray

On the other side of the globe, the Navy adapted to new developments in Vietnam. When bombing of North Vietnam was halted, offshore strike forces moved south to concentrate support for allied forces in South Vietnam and along the Demilitarized Zone. Navy Riverine Forces and their support units kept open allied supply channels in country and consolidated government positions in the Mekong Delta. At home, the CNO called for modernization of aging naval forces and advanced the "multiple-buy" system, assuring a steady, yearly input of destroyers, frigates and other new ships for the fleet.

Adm. Elmo R. Zumwalt Jr., USN
1 July 1970—29 June 1974

Upon becoming CNO, Adm. Zumwalt took command of "a fleet fast approaching obsolescence and one whose maintenance had been too long put off in favor



Portrait by Albert K. Murray

of the expediency of fighting a war." With the cessation of United States military involvement in Vietnam in March 1973, Zumwalt decided to take the calculated risk of cutting overage ships and aircraft from the fleet in order to create enough savings to build for the future. As a result, the fleet was cut almost in half, from 976 ships in 1969 to 512 in 1974.

Zumwalt is remembered for his personal efforts to"humanize" the Navy. He developed people programs designed to improve the quality of life of Navy personnel and issued policy directives through a series of "Z-grams." During the latter part of his term, he focused on

the growing strength and potential threat of the Soviet navy in light of an apparent reduction in the capability of the U.S. Navy to keep sealanes open.

Zumwalt gained Congressional approval for a fourth nuclear carrier, USS *Carl Vinson* (CVN 70), for the *Trident* submarine and missile program, and for the F-14 *Tomcat*. The lead ship of the *Spruance*-class destroyers, DD 963, was launched. The sea control ship, surface effect ship, patrol frigate and patrol hydrofoil programs were all initiated, and the Navy's first cruise missile was developed.

Adm. James L. Holloway III, USN
29 June 1974—1 July 1978

When he became CNO, Adm. Holloway cited goals of improving fleet readiness and reducing personnel controversies. Due to his personal attention, the percentage of ships "fully ready for any assignment" increased dramatically, while those "not ready" substantially decreased. Operational readiness of Navy aircraft also increased. Retention of first-term personnel reached the highest rate since World War II, and 100 percent manning of fleet units was achieved. Other personnel initiatives included establishment of the Senior Officers Material Maintenance course and formulation of new leadership, management and training philosophies. The first women were enrolled at the U.S. Naval Academy and legislation was introduced to permit the assignment of women aboard ship.


Portrait by Albert K. Murray

A number of new ships and aircraft joined the fleet, including 14 new *Spruance*-class destroyers, the first *Oliver Hazard Perry*-class guided missile frigate, the first LHAs and the F-14 *Tomcat*. The *Harpoon* missile became operational in surface ships and submarines, and the *Tomahawk* cruise missile reached the successful test-launch stage. Construction began on *Trident* submarines, and the *Trident* missile was successfully test-launched. Development began on the F/A-18 *Hornet* and contracts were awarded for the LAMPS MK III helicopter. The *Aegis* combat system was approved for deployment in the first CG-47 class cruiser, USS *Ticonderoga* (CG 47).

During Holloway's tour, the Navy participated in a number of significant operations, including the evacuations of Cyprus, Lebanon, Phnom Penh and Saigon, recovery of the crew of SS *Mayaquez* and the show of naval support for Kenya.

Adm. Thomas B. Hayward, USN
1 July 1978—30 June 1982

Adm. Hayward approached the CNO office with three broad goals: increase the attractiveness of a Navy career; improve the management of Navy resources; and foster increased officer and enlisted professionalism.

As tensions increased in the Middle East, the operating tempo in the Indian Ocean often exceeded that of the Vietnam War era; eight-month deployments were common, as were 50-60 days of continuous steaming without shore leave.

The frustration and disappointment surrounding the taking of hostages at the American Embassy in Iran and the failed rescue attempt eventually gave way to a re-awakening of national pride and an increased U.S. role in international affairs. A new maritime strategy matched that increased international role. From a low of 490 ships in 1979, the strategy called for maritime superiority through a 600-ship Navy, including 15 carrier battle groups.


Portrait by Albert K. Murray

New ships entered the fleet. The nuclear aircraft carrier USS *Eisenhower* (CVN 69) made its first deployment, USS *Carl Vinson* (CVN 70) was commissioned, and the keel was laid for the USS *Roosevelt* (CVN 71). The first *Ohio*-class *Trident* submarine was introduced as well as the *Ticonderoga*-class *Aegis* cruiser. The *Pegasus*-class patrol missile hydrofoils came on line, the keel was laid for the LSD 41 amphibious ship, the reserves received the new *Knox*-class frigate and the battleship USS *New Jersey* (BB 62) entered the activation process.

The most notable naval air development was the successful testing and deployment of the F/A-18 *Hornet*. Some of the new avionics and weapons systems were successfully tested when, in 1981, two F-14s shot down two Libyan SU-22 jets over the Gulf of Sidra.

On the personnel side, Hayward warned of a "hemorrhage of talent" and watched as experienced petty officers left the service for better pay and working conditions on the outside.

Hayward emphasized the ethical side

of naval service and called for a return to "Pride and Professionalism." Countering one of the clear threats to a professional Navy, he instituted a vigorous drug abuse program. This new emphasis was best described by the slogan, "Not in my Navy."

Adm. James D. Watkins, USN
30 June 1982—30 June 1986

Taking command of a resurgent Navy, well on its way to leaving behind the malaise of the post-Vietnam era, Adm. Watkins called his tour "the Navy's Golden Age," when a new spirit of patriotism caught fire in America and the nation renewed its commitment to maintaining a strong national defense.

Watkins sought to inspire and foster a "Naval Renaissance"—a revitalization of strategic and tactical thinking and a reinvigoration of naval warfare professionalism with the development and publication of the Maritime Strategy. The Maritime Strategy's clear statement about



Portrait by Peter E. Egeli

the intended use of the nation's renewed sea power laid the foundation for growth in naval development, operations and exercises during Watkins' tour.

The period between 1982 and 1986 was marked by serious challenges to U.S. national security and world peace. A new crises in the Middle East required U.S. naval presence off the coast of Lebanon, which included deployment of the newly recommissioned battleship USS *New Jersey* (BB 62) to the eastern Mediterranean. In October 1983, when President Reagan ordered U.S. forces to restore democracy on the Caribbean island of Grenada and rescue Americans living there, naval units again responded to the nation's call.

Watkins called the 1980s an era of "violent peace." The growing spectre of international terrorism around the world required frequent use of naval forces and re-examination of the nation's defense capabilities. In 1985, after terrorists hijacked the Italian cruise ship *Achille Lauro* and killed an American passenger, F-14 *Tomcats* from USS *Saratoga* (CV 60) intercepted the airliner ferrying the hijackers, enabling the terrorists to be brought to justice. In April 1986, President Reagan ordered Navy and Air Force aircraft to strike terrorist headquarters and support organizations in Libya in response to Libyan-sponsored terrorism. Naval operations in response to these and other crises continued at a pace far greater than at the height of the Vietnam War.

During Watkins' tour, the Navy's goal of building a Navy of 600 ships by the decade's end began to come to fruition. The nuclear-powered aircraft carrier USS *Theodore Roosevelt* (CVN 71) was christened and orders were let for USS *George Washington* (CVN 72) and USS *Abraham Lincoln* (CVN 73). Several *Ohio*-class *Trident* submarines were commissioned, and many *Los Angeles*-class attack submarines joined the fleet. The recommissioning of three battleships reintroduced the concept of battleship battle groups and several *Ticonderoga*-class *Aegis* cruisers added their unique defense capabilities to the fleet. Planning for the *Arleigh Burke*-class *Aegis* destroyers continued, and the Navy began looking beyond the turn of the century with plans for the *Seawolf*-class of attack submarines.

Many improvements were made in the aviation community as more F-14 *Tomcats* reached the fleet, replacing the venerable F-4, and the F/A-18 *Hornet* strike/fighter made its first operational deployments.

The many new ships that were completed on time and under budget were the result of a new emphasis by Watkins on the proper management of defense construction and procurement programs. Watkins challenged Navy men and women to defeat waste and develop a business-like approach to budget matters. These efforts included the development of the Material Professional Program, which established a career field for select senior officers to specialize in business skills related to naval construction and procurement.

During his years as CNO, Watkins signed a Memorandum of Agreement with the Chief of Staff of the Air Force, fostering closer interservice cooperation and joint interoperability during exercises and operations. In addition, maritime sealift became a formal naval mission, and a crucial area of support to the U.S. Army.

Watkins initiated the "Personal Excellence and National Security" program, his most dramatic and far-reaching initiative. This initiative brought together existing and new Navy efforts in education, fitness and health, and ethical conduct. By working closely with other government agencies, state and local governments and interested parties in the private sector, Watkins also showed that the Navy could work with all levels of society to meet the challenges of a demanding future. □

Portrait reproduction of Anderson, Burke and McDonald courtesy of Navy Art Collection; Hayward, Holloway, Moorer, Watkins and Zumwalt courtesy of U.S. Naval Institute; Carney courtesy of Naval Historical Center.



Story by JOCS James R. Giusti and photos by PH2 Roy Knepp

CORAL SEA

The 'Ageless Warrior's' new sting





The familiar silhouette of Naples faded as one of the oldest active duty U.S. aircraft carriers steamed out to sea following a holiday port visit. The boatswain's mate of the watch sounded reveille with his shrill pipe, stirring life into a crew still recovering from some of the best liberty in the Mediterranean. From the skipper on the bridge to the fireman on watch down in the hole, another day came too early.

On the flight deck and hangar deck, many had spent the night preparing aircraft for the day's sorties. Plane captains gave canopies a final touch before pilots began their pre-flight. The "Air Boss" called over the 5MC to clear the flight deck. Jet engines exploded to life and shattered the morning silence. The "Ageless Warrior" was awake.

An F/A-18 *Hornet* strike-fighter rolled onto Catapult One. Troubleshooters made final checks and the launch bar lowered into the shuttle. Thumbs up, engines revved, and a salute; the catapult officer's acrobatic launch ritual ended with his hand touching the deck. The *Hornet* hurtled down the deck and was

airborne. As quickly as one group launched, another was recovered. The cycle continued into the night and the next morning. Another 18 to 20 hours would pass before anyone in flight ops could sleep again. There were catnaps for the lucky ones; quick meals, cold meals, forgotten meals, and gallons of coffee to fight off the Mediterranean winter's surprising cold and general bone weariness. In the middle of all the action, there were stolen moments to write home or to read a three-week-old letter that just arrived.

Their life is marked with a contagious pride—pride in their mission, pride in their ship. That ship has many nicknames throughout the fleet, but the most popular is the "Ageless Warrior."

USS *Coral Sea* (CV 43) steamed into the Mediterranean on Oct. 13, 1985. Capt. Robert H. Ferguson and his 3,700 officers and crew were of a different generation than those who manned her the last time she was in the Mediterranean, but one thing hadn't changed upon on her return to this volatile area after a nearly 30-year absence: heightened tensions in the Middle East. On her last Med cruise, in 1957, it was the Suez Canal Crisis. Now it was the escalation of terrorism. Historically, *Coral Sea* often has been the first in and the last out of dangerous world situations where U.S. national interests have been threatened. However, unlike 1957, today's *Coral Sea* steams with a buzzing nest of *Hornet*s from Carrier Air Wing 13 (CVW 13) making their first Mediterranean deployment.

Coral Sea's return to the 6th Fleet brought along an added responsibility. Bringing the high-tech, multimission combat superiority of the Navy's F/A-18 into operational reality was the job of the *Coral Sea*/CVW 13 team. With its ability to easily shift between fighter and attack roles, the *Hornet* gives the battle group commander greater flexibility than he has with a conventional air wing.

Having been a 6th Fleet unit for less than 48 hours, *Coral Sea* was out to prove her age didn't matter. The *Coral Sea*/CVW 13 team conducted what is possibly the longest strike mission by U.S. Navy tactical aircraft in the Mediterranean. From a point west of the island of Sardinia, three F/A-18s launched on a long-range air strike to Turkey's Konya bombing range in support of NATO exercise *Display Determination '85*. Flying more than 3,000 nautical miles, they scored direct hits on their first run on the target. This mission demonstrated the striking power the *Hornet* gives a battle group, while enabling the group to retain defense in depth. *Coral Sea* and Air Wing 13 brought a unique defensive and offensive combination punch to the 6th Fleet.

"The Navy certainly never before designed in the system capabilities the F/A-18 has," said Rear Adm. Jerry C. Breast, commander, Carrier Group 2, embarked in *Coral Sea*. "We have a unique machine going for us, and it's very interesting to watch it work off the *Coral Sea*."

Following the Konya range mission, the ship/air wing team worked to incorporate *Coral Sea*'s capabilities into the multimission NATO environment. As they developed the capabilitiy to project power into high-risk areas, they also disproved the claims of the F/A-18's critics. A new philosophy of operations evolved around an aircraft that possesses increased survivability.

"We have the potential to project power into areas where in the past the risk was too high," said Cmdr. Rick Fessenden, CVW 13 operations officer.



PH1 Ben Powers

"We've learned that the multirole theory of a strike-fighter can in fact be put into reality."

Like their predecessors, *Coral Sea*'s sailors took on the challenge of showing the Mediterranean that they packed a lead-pipe knockout punch. The Navy wanted improved ability to project power ashore, to control the sea, and to respond to threats any time of the day or night; the men and machines of *Coral Sea* were ready to deliver.

"When we put 18 strike-fighters across the beach at speeds in excess of 540 knots, it caught a few people by surprise," said Cmdr. Byron Duff, commander, CVW 13. "I don't think our people expected to see the F/A-18's full capabilities this soon in the European Theater. The strike-fighter concept is an up-and-coming thing. An air wing is the strength of its various parts," added Duff. "Whereas the F/A-18 fulfills the fighter and light attack roles, we rely very heavily on the all-weather A-6 *Intruder* for its attack and tanker capabilities, the E-2C for its battle management and early warning, and the SH-3H helicopter for the anti-submarine warfare capability. It's a ship and air wing team."

The war-seasoned carrier and the new kid on the air-ops block hit the Med running and were ready to step into the middle of a world-class street fight, if called on, as they eventually were.

In exercise after exercise, the *Coral Sea*/CVW 13 team has won more and more believers. A veteran of Korea, Vietnam, and more than 20 Western Pacific and Mediterranean deployments, the World War II-vintage aircraft carrier fulfilled the same commitments held down by today's larger carriers. While the ship has limitations, she has all the systems to get the job done and the ability to sustain high-tempo operations.

By the time *Coral Sea* turns 40, she will have completed another Mediterranean deployment, with two more scheduled before she becomes the Navy's training carrier. Today, she has already lasted far longer than her designers planned, and has served longer than all of the men who serve in her. The "Ageless Warrior" underwent an extensive 15-month overhaul and modernization in which she was refitted with state-of-the-art hardware to support the strike-fighter air wing.

In early 1985, *Coral Sea* teamed up with CVW 13 and became the first East



PH1 Ben Powers





Coral Sea's return to the 6th Fleet was marked by a series of high-tempo operations that kept watch standers on their toes and squadron aircraft in the sky.

Coast carrier to deploy with a fully intergrated F/A-18 air wing showcased by four *Hornet* squadrons—two Navy and two Marine Corps. Now when one talks about the "Ageless Warrior," the words "strike-fighter" come automatically to mind, for this dual-mission, high-tech aircraft provides the gallant lady with not only a knockout punch but increased operational survivability matching that of the super carriers.

Despite having the smallest flight deck of any fleet carrier, *Coral Sea*, with this weapon, continues to be a vital performer and a battle group centerpiece. Aboard even this older carrier, the F/A-18 handles just as the designers intended. It fits on the smaller deck and, in effect, creates a very modern warfare environment aboard a platform that is nearly 40 years old.

Nowhere is *Coral Sea*'s age more apparent than in her engineering spaces, where 90 percent of the main propulsion plant is original equipment. Unlike newer carriers, *Coral Sea* has 28 main propulsion spaces, 12 boilers (each with its own fireroom), four engines and eight generators. The propulsion plant provides steam for nearly every facet of carrier life, from hot water for showers to catapults for launching aircraft.

In this engineering environment there are few signs of space-age technology and no place where men can escape the heat and noise. *Coral Sea*'s main spaces have no air-conditioned control rooms and little automation. The equipment, like the sailors, is pushed hard everyday. The boilers were making steam to launch airplanes before most of the flight crew were born. In fact, much of the equipment is twice as old as the sailors working on it.

Nevertheless, *Coral Sea*'s engineers regard all this as a challenge rather than an obstacle. To them, the lady is "a '57 Chevy"—when something breaks, they just fix it—they can't buy new parts because there aren't any. Most often they rely on plain old Bluejacket imagination and innovation.

"They're miracle workers—we can't pay them enough. The actions of our people every day show great enthusiasm and pride," said Cmdr. Edmund L. Pratt, *Coral Sea*'s chief engineer. "We get more from them than we should expect for the hours they have to work and the conditions under which they work."

Secretary of the Navy John F. Lehman Jr., during his November 1985 visit to the carrier, said, "She continues to set new standards throughout the fleet. *Coral Sea* is of great interest to everyone because of her years of service. To be a frontrunner that long takes a special blend of qualities, the principal one being the quality of people that she seems to attract and maintain."

"The advent of the F/A-18 was the savior of old deck carriers like the *Coral Sea*," said Rear Adm. Breast. "Hand in hand with a 38-year-old carrier," he added, "comes tired and old equipment. *Coral Sea* is not going to last forever, but while the Navy keeps her running, the F/A-18 is the best weapon system for her."

The *Hornet*, like its namesake, combines agility, speed, maneuverability and a powerful sting in a small package. The strike-fighter represents the newest technology that the Navy has yet been able to develop. It combines "Star Wars" caliber avionics with the old-fashioned characteristics required of carrier aircraft: strength and stamina. The single-seat, twin-turbofan F/A-18 was designed



with operational reliability and ease of maintenance in mind. That's important when you consider the expensive real estate of a carrier's flight deck. "Every airplane on deck is scheduled to fly," said Duff. "We can't afford to have down airplanes taking up needed space."

The other key *Hornet* trait is mission flexibility. With more operational configurations than ice cream has flavors, the aircraft performs not only the strike and fighter mission on the same flight, but a number of other missions, as well. Depending on tasking, *Coral Sea* can launch up to 53 strike aircraft or 40 fighters, a number that cannot be duplicated in the fleet today with a conventional carrier loadout. Twenty-one F/A-18s are routinely in the air during exercises. "When you take a more experienced ship and combine it with the Navy's newest aviation concept, it can be nothing but exciting from the standpoint of exploring how a new aircraft melds into the carrier environment," said Duff.

For a ship that was supposed to retire five years ago, *Coral Sea* is very much alive and her crew plans to keep her that way. The "Ageless Warrior" has come through the Mediterranean deployment meeting challenge after challenge, from secured liberty boats to 30 days of around-the-clock flight operations. In exercises, ship and crew worked the full spectrum of air, surface, and anti-submarine warfare. On April 15, *Coral Sea* played a key role in Operation *El Dorado*, the retaliatory strike against Libyan terrorism (see *All Hands*, June 1986).

Many feel *Coral Sea* will sail into the 1990s backed by the Navy's ability to keep her afloat with technological advances. But like any piece of Navy equipment, it is the crew who keep her operating. What would seem to be an overwhelming goal has become daily routine because of the crew's dedication. Capt. John Lockard, *Coral Sea* executive officer, said what many feel. "The pride is infectious. It's great to be a crew member of the *Coral Sea*. It's a very special position serving on her."

"Our strong point is our people," added Duff. "With a smaller CV, you have a closer relationship between the squadron and ship personnel. It's a very viable combat-ready team and we're proving that every day." □

Giusti and Knepp are assigned to USS Coral Sea *(CV 43).*







With the addition of four squadrons of F/A-18 Hornets to its arsenal, Coral Sea was able to continue its role as a battle group centerpiece, despite having the smallest flight deck of any fleet carrier.

183 years later

Barbary War sailor honored

Story by Cmdr. Charles Cragin and JOC John Keahey

A small-time tyrant in Tripoli rants defiance at the United States. American ships are fired upon and American sailors are taken hostage. Can the United States defend its citizens and enforce the right of innocent passage on the high seas?

That was the critical question in 1801 when President Thomas Jefferson and Congress had to decide how to respond to the demands for tribute and ransom from the Bashaw of Tripoli and his Barbary pirates.

Since 1785, the fledgling United States, along with various European powers, had been paying protection money to the leaders of the Barbary provinces of northern Africa—Morocco, Algiers, Tunis and Tripoli—to keep their roving gangs of pirates, known as Barbary Corsairs, from preying on American shipping in the Mediterranean. Whenever these ruthless extortionists wanted more tribute, they would make the point by turning their seagoing thugs loose to capture ships and seamen, keeping the ships and cargo and demanding ransom for the sailors.

Although the two previous administrations had adopted the policy of tribute for immunity, Jefferson did not approve. In response to the Bashaw of Tripoli's high-handed tactics and tacit declaration of war against the United States, the President dispatched warships to the



Sailors and Marines honor Purser James Deblois who died in 1803 aboard Constitution during the Barbary War.

Mediterranean to blockade the Tripolitan coast.

For four years, ships of the U.S. Navy stayed in the waters off Tripoli, keeping pressure on the Bashaw through intermittant blockades and bombardment, and eventually brought about peace terms and the release of nearly 300 American hostages in 1805.

During the Tripolitan War, the U.S. Navy performed feats of valor that brought prestige to the country and the Navy. And one of the mainstays of the Navy's blockading force between 1803-1805 was the U.S. frigate *Constitution*, flagship of Commodore Edward Preble.

A little-known participant of that blockade was honored in Memorial Day services held this year in a cemetery 40 miles south of Naval Air Station Sigonella, Sicily. James Smith Deblois, purser of *Constitution* and a native of Boston, died aboard the ship while it was laying at anchor in Siracusa harbor. A wealthy Sicilian landowner volunteered the use of his garden at Villa Landolina as a grave site. That was on Nov. 30, 1803.

In the years immediately following, four other naval officers from U.S. Navy ships plying the Mediterranean also were buried in the garden.

Capt. William Spearman, NAS Sigonella commanding officer, led ceremonies in which Deblois was memorialized by the flying of a U.S. flag which flew from his old ship, *Constitution*. *Old Ironsides*, berthed at Boston Navy Yard, is the oldest commissioned warship in the world and still is on the U.S. Navy rolls.

Accompanying the flag was a letter from Lt.Cmdr. J.Z. Brown, *Constitution*'s 61st commanding officer. Brown wrote that the flag would serve as a memorial to Deblois and "all of his departed shipmates who have willingly gone in harm's way and met death in the service of their country."

In his remarks at the grave site, Spearman said that the American military expressed "gratitude to the people of Italy for providing this perpetual resting place and other similar places throughout their great country to American men and women who have died in the cause of freedom."

"It is entirely fitting that we symbolically honor all our dead, especially those members of the Navy and Marine Corps, by saluting James Smith Deblois, buried here in a relatively forgotten grave in a foreign land," Spearman said.

He pointed out that 1803 was a year in which the Navy and Marines were performing a mission "very similar to the mission which we now perform. The Navy was in the Mediterranean establishing a U.S. presence, maintaining the freedom of the high seas and protecting American civilians. Today, 183 years later, we have been engaged with other people in Tripoli over the same basic issues: maintenance of freedom on the high seas and protection of U.S. citizens."

Spearman also said that *Constitution*'s flag signalled that ship's symbolic return to Siracusa and Sicily in memory of one of its departed crew members. "We know little of the personal exploits of James Smith Deblois," said Spearman. "We do know, however, that he served his country and died providing that service. We can ask no more of any citizen."

Following honors rendered by a Navy and Marine Corps color guard, a Marine firing detail and the Commander-in-Chief, U.S Southern Forces Band, Spearman presented *Constitution*'s flag and an accompanying letter to a representative of a new archeological museum adjacent to the cemetery. The flag will become a permanent exhibit at the museum. □

Cragin and Keahey are both assigned to NAS Sigonella



A Marine Corps honor guard prepares for a gun salute at Deblois' grave site near Naval Air Station Sigonella.

PERTH

The people make the place

Story and photos by
PH2 Alexander C. Hicks Jr.



Some sailors and Marines who visit Western Australia may have a hard time absorbing the bewildering array of sights and sounds by themselves, but with a little help from some local friends of the Navy, it can be done. When 7th Fleet ships USS *Okinawa* (LPH 3) and USS *Cleveland* (LPD 7) docked in Fremantle, Western Australia, recently, Aussie hospitality made their visit unforgettable.

The ships sailed into Fremantle's harbor to find homemade banners saying "God Bless America" and "Love to Your Families" lining the pier while local residents waved Australian flags.

"We were not off the ship 10 minutes before people were inviting us to their homes or out sightseeing," said Hospital Corpsman 3rd Class Robert Rickey, of *Okinawa*. "The folks here make a real effort to make sure visitors enjoy themselves."

Fremantle is a quiet little town located about 25 miles from Perth. Traveling between the two cities is easy—the train station is a two-minute walk from the pier. The train ride costs one Australian dollar (about 70 cents in U.S. currency), but servicemen in uniform ride free. The train lets visitors off in downtown Perth.

As they stroll along the cobblestone streets that lead away from the train station, the first view visitors enjoy is of the stately old Victorian buildings that give the "old England" feeling to the area. But in contrast to the 19th century English architecture is Perth's modern skyline, which rivals any of the great modern cities of the world.

Perth truly has something for everyone. The restaurants offer everything from hamburgers to caviar. The downtown stores showcase the three best buys in Perth: sheepskins, opals and clothing. Since the country has a strong European influence as well as large Asian communities, the latest clothing styles from both continents are available.

The sights range from famous Langley Park, overlooking the harbor, to museums of fine art, and historic architecture. At the zoo, the main attractions are kangaroos, koala bears and the Tasmanian devil.

In sports, Australians consider "Aussie rules" football their most popular pastime. "Tour de France" style bicycle races are sweeping the country. The multi-colored shirts of cyclists are a blur as the racers whiz around the city. To keep the races interesting—some continue for several hours—fans offer small cash prizes for sprint races during slow periods in the contest.

If an Aussie asks you to go out "raging," don't be confused. It's their way of asking if you want to "paint the town red." The nightclubs are clean and easy to find. Most are a few minutes' walk from the heart of downtown.

What do Aussies think of the American visitors? "I think they are some of



Crew members of two 7th Fleet ships found that Australia has something for just about every taste and, with help from some local friends of the Navy, they sampled as much as they could.







the best people I've ever met," said 19-year-old Jeanie Lynch. "They treat the city and its people with respect, yet they know how to go out and have a good time. Most of the Americans that come here are very open people—they are not afraid to become your friend."

"The people made the visit worthwhile," said Boatswain's Mate 3rd Class Andre Ziegler, of USS *Cleveland*. "It's not often that strangers walk up to me and ask me if I would like to go out and see the city with them. They just want to be your friend, no strings attached."□



Hicks is assigned to the 7th Fleet PA Rep., Subic Bay, R.P.



Navy hero honored

With the rendering of full military honors, the remains of Captain of the Forecastle James Smith, a nearly-forgotten Civil War naval hero and Medal of Honor recipient, were laid to final rest during ceremonies held May 30 at Arlington National Cemetery. Awarded the Medal of Honor for "gallant and intrepid action" during the Battle of Mobile Bay in 1864 while serving aboard USS *Richmond*, Smith, who died in 1881, was inadvertently buried in an unmarked, common grave in Calvary Cemetery, Queens County, New York. There, for over a century, the man and his deeds remained unhonored and unsung.

But recently, Smith's descendants, working with Representative Norman F. Lent of the 4th Congressional District of New York, received the full support and cooperation of the U.S. Navy in removing their ancestor's remains from Calvary Cemetery to Arlington for re-burial with appropriate military honors. At the National Cemetery, members of the U.S. Navy Ceremonial Guard, followed by Smith's descendants and their guests, escorted his flag-draped coffin from a horse-drawn caisson to the gravesite, where committal services were conducted by Rear Adm. John R. McNamara, the Navy's chief of chaplains. Following the benediction, a Navy firing squad fired three volleys in tribute to Smith, and a Navy bugler played Taps, as the last echoes of gunfire receded in the distance.

Master Chief Petty Officer of the Navy, RMCM William H. Plackett, presented the flag to family members on behalf of the United States government and a grateful nation. Vice Adm. James Metcalf, III, deputy chief of naval operations for surface warfare, read a replica of James Smith's Medal of Honor citation that recognized Smith "For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving as Captain of a gun



A nearly-forgotten Civil War hero received full military honors when his remains were laid to final rest at Arlington National Cemetery.



on board USS RICHMOND during action against rebel forts and gunboats and with the ram Tennessee, in Mobile Bay on 5 August 1864. Despite damage to his ship and the loss of several men on board as enemy fire raked her decks, Captain Smith fought his gun with skill and courage throughout the prolonged battle which resulted in the surrender of the rebel ram Tennessee and the successful attack carried out on Fort Morgan. By his extraordinary courage, resolute fighting spirit, and loyal devotion to duty, Captain Smith reflected great credit upon himself and upheld the highest traditions of the United States Naval Service."

Vice Adm. Metcalf presented the citation replica to Smith family members, thus bringing to a close a fitting memorial to an American hero rescued from obscurity. □

—Story by JO2 Mike McKinley
—Photos by PH1 Chuck Mussi



Adm. Hyman G. Rickover, 1900-1986

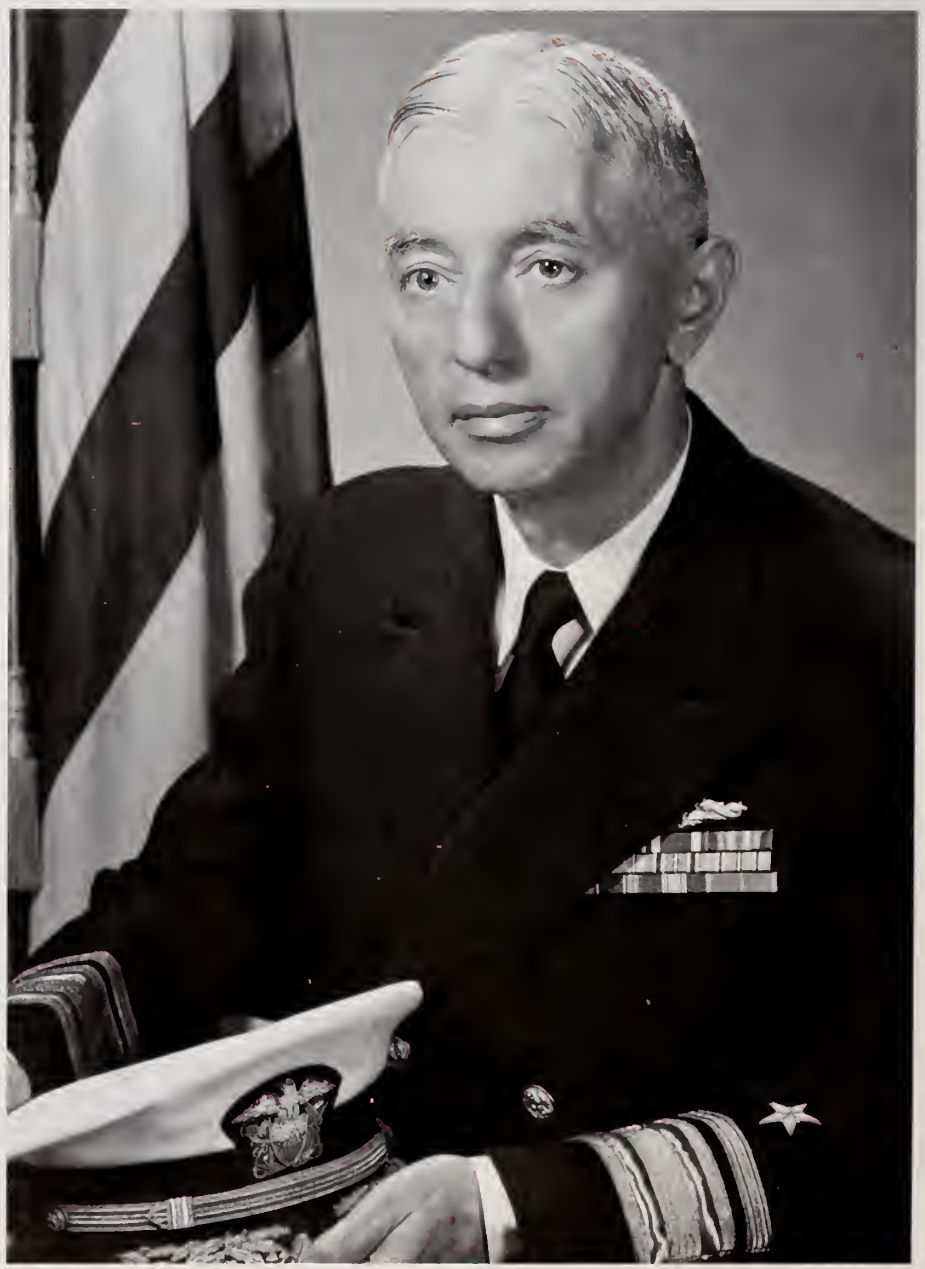
Father of the nuclear Navy

"Even his critics applauded him," former Chief of Naval Operations Adm. James D. Watkins said during memorial services at the Washington Cathedral, in the nation's capital for Hyman G. Rickover. The 86-year-old admiral, often called "the father of the nuclear Navy," died in Arlington, Va., July 8.

Praising Rickover as a modern Renaissance man, Watkins said, "He knew how to take a vision well beyond existing technology and bring it to effective fruition, despite the hurdles consistently thrown into his path."

In one of his many articles, Rickover wrote, "The deepest joy in life is to be creative. To find an undeveloped situation, to see the possibilities, to decide upon a course of action, and then devote the whole of one's resources to carrying it out, even if it means battling against the stream of contemporary opinion, is a satisfaction in comparison with which superficial pleasures are trivial. But to create, you must care. You must be willing to speak out."

And Rickover spoke out often. During his 64 years of naval service, he maintained an often stormy but successful relationship with 13 presidents and 26 secretaries of the Navy. His outspoken style made him as many enemies as



Rickover received many awards during the 35 years he spearheaded the Navy's nuclear power program. Nautilus fulfilled his dream of using atomic energy to propel ships and submarines.

friends, but neither could help but respect his achievements as he built a nuclear Navy for the United States.

Born in Makow, Russia, Jan. 2, 1900, Rickover immigrated with his parents to the United States during his early childhood. He entered the U.S. Naval Academy in 1918 and was commissioned an ensign in June 1922, a year in which, because of peacetime cutbacks, nearly one-third of his classmates did not receive commissions.

For the next 25 years, Rickover's tours of duty included several surface ships, two submarines, various staff assignments ashore, advanced electronics training, and postgraduate schooling. With the outbreak of World War II, Rickover became the senior naval officer for the Washington, D.C.-based engineers assigned to the "Manhattan Project"—code name for the operation to develop the atomic bomb.



Following the war, the Navy began to investigate the possibility of nuclear-powered submarines, and in 1947 Rickover was assigned as the senior naval officer for the newly-formed Atomic Energy Commission at Oak Ridge, Tenn.

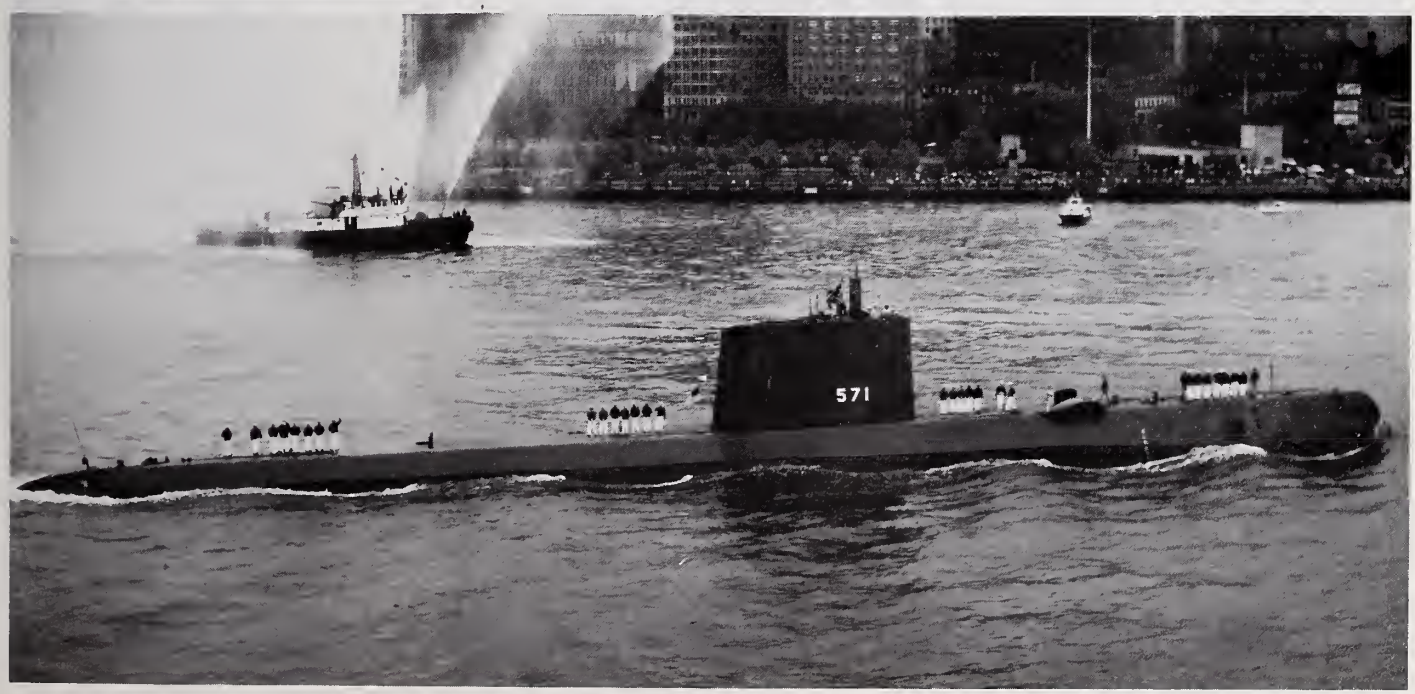
Rickover spearheaded the Navy's nuclear power program for the next 35 years. His goal was to use atomic energy to propel surface ships and submarines, doing away with the range restrictions of vessels burning conventional fuels.

His dream came true on Jan. 17, 1955, when the U.S. submarine *Nautilus* (SSN 571) sailed down the Thames River in Connecticut and sent the message: "Underway on nuclear power." Its first nuclear fuel core carried *Nautilus* through 62,000 miles of ocean, and in 1958 *Nautilus* became the first submarine to pass under the North Pole icecap. In 1960, USS *Triton* (SSN 586) was the first submarine to circumnavigate the globe under water.

Rickover received many medals and decorations during his career, including the Distinguished Service Medal, Legion of Merit, Navy Commendation Medal, Army Commendation Medal, World War I Victory Medal, and China Service Medal. He also was awarded the Order of the British Empire (Honorary Commander).

Congress twice presented him with a gold medal for exceptional public service. In 1980, President Jimmy Carter, a former student of Rickover's, presented him with the Presidential Medal of Freedom for his contributions to world peace. The Presidential Medal of Freedom is the nation's highest civilian honor.

Much has been said and written about Rickover's controversial style, unorthodox methods and abrasive personality, but according to a *Washington Post* article by T.R. Reid, a former staff member of Rickover's, "Those of us who had the good fortune to spend our military careers in Naval Reactors . . . knew that this hot-tempered old curmudgeon was in fact an inspiring leader who found a way to get the best possible performance out of every individual in his worldwide command every day."



Always a tireless worker, Rickover continued to put in long hours, seven days a week, right up until his forced retirement at the age of 81.

"Here is a man who could have made millions in early retirement. Instead he has served with an unselfishness I have yet to see in history. He is unique," the late Sen. Henry M. Jackson (D-Wash.) said during the controversy that surrounded Rickover's retirement. One of Rickover's strongest supporters in Congress, Jackson called the admiral "a national asset, a treasure."



About 1,200 friends and family members attended the memorial service at Washington Cathedral. The service featured the Navy Band playing Bach chorales, the presentation of the U.S. and Navy flags and the singing of the Navy Hymn by all in attendance.

"With the death of Adm. Rickover, the Navy and this nation have lost a dedicated officer of historic accomplishment," said Secretary of the Navy John Lehman. "In his 64 years of naval service, Adm. Rickover took the concept of nuclear power from an idea to the present reality of more than 150 U.S. naval ships under nuclear power. All Americans owe him a debt of gratitude, and all sailors mourn his passing."

Chief of Naval Operations Adm. Carlisle A.H. Trost said, "Never satisfied with mediocrity, Adm. Rickover and his undaunted spirit have served, and will continue to serve, as an inspiration and legacy for both present and future generations. While we mourn his passing, the practices, procedures and disciplined objectives he has left behind continue to help us build a better world and a Navy second to none." □

—Story by JO2 Lynn Jenkins



During his 64-year career, Rickover served 13 presidents and 26 secretaries of the Navy, and helped launch today's nuclear Navy.

MU1 Susan M. Bender

Navy vocalist sings at the Met

Story by JOC Ed Thomas

Musician 1st Class Susan M. Bender earned first-place honors in the Middle Atlantic Regional Finals of the Metropolitan Opera National Council's Open Auditions at the National Gallery of Art in Washington, D.C., this spring. She then went on to compete in the national finals in New York City.

Bender is soprano soloist with the U. S. Navy Band in Washington, D.C., and a member of the band's "Sea Chanters" chorus.

The regional finals were judged by opera star Anna Moffo; Andrew Litton, associate conductor of the National Symphony; and Margaret Hoswell, a vocal coach from New York.

Bender and 23 other regional winners received one week of coaching in vocal technique and stage presence. At the national competition, judged by several opera notables, including Luciano Pavarotti and Placido Domingo, she was one of 10 vocalists selected to perform at a public concert at the Metropolitan Opera House.

Following her performance at the Met, where she performed the music of Donizetti and Richard Strauss, she said, "I was flabbergasted. It wasn't until I was called back to perform another aria that I realized that I was actually there, singing in one of the world's outstanding halls. It seemed like a dream."

A native of Keswick, Iowa, Bender earned a bachelor's degree in music from the University of Iowa where she studied with Dr. John Vancura and Albert Gammon. Currently, she studies at the Univeristy of Maryland with Dr. James McDonald. Last year she earned first place in an operatic aria competition sponsored by the Beethoven Society of Washington. She also has won state competitions in Maryland and Iowa.

Bender was selected for the Navy Band in 1985. As the Navy's premier musical organization, the band performs frequently at the White House and Pentagon, and presents public concerts in the nation's capital and throughout the United States.

Bender said that several people have suggested that it might be a let-down to return to the Navy after performing at the Metropolitan Opera. "I couldn't disagree more," she said. "I'm very lucky to be a part of this organization. Many of those who performed with me at the Met went home to very limited singing opportunities." □

Thomas is assistant public affairs director, U.S. Navy Band.

Opera notables liked Bender's singing so much that they selected her to perform at the Metropolitan Opera House.



Quality Deficiency Report

We can't fix it if we

By Michael Nusbaum

Defective components.

Premature failures.

Material not conforming to specifications.

Bogus parts.

Anyone in the Navy who has supply responsibilities has probably, at one time or another, been on the receiving end of poor quality material obtained via the supply system. We've all heard of "catastrophic failures," "weapons systems CASREPs," and "not-mission-capable situations" caused by faulty parts or materials.

The last time you were faced with this problem, what did you do about it? Probably gripe, complain to one of your fellow workers, throw away the part and order another, or fix the deficient part and go on with your business. That's fine, but did you also follow up and submit a QDR (Quality Deficiency Report)? Probably not.

Statistics and studies show that the operations and maintenance communities often neglect to report material discrepancies. This should be done via the approved, formal procedure established just for that purpose. There are many corrective actions that can be taken to resolve a quality-control problem, but without timely and accurate feedback from the supply system customers, it is unlikely that any corrective action will take place. In fact, without adequate feedback, it is almost certain that the problem will continue.

This is an area where one cannot remain neutral: You are either part of the quality control solution or you are part of the quality control problem.

Standard Form 386 is not the most complicated form you will ever fill out. It's nowhere near as complex as the IRS forms we all deal with every year. In fact, it's rather concise and to the point. There are some key blocks, however, which are particularly essential for the customer to complete so that effective action can be taken.

The first block reveals where the QDR is from and who is reporting the problem. This is a very important block, for questions could develop during a subsequent investigation and you might need to be contacted for additional information.

Naval Supply Systems Command Instruction 4440.120E provides clear instructions on where to send QDRs. The information essential for acting on the QDR is in blocks 5 through 10. Without full information—including the items NSN (National Stock Number), proper identifying nomenclature, manufacturer's part number, and contract number—action to resolve the problem is difficult or impossible.

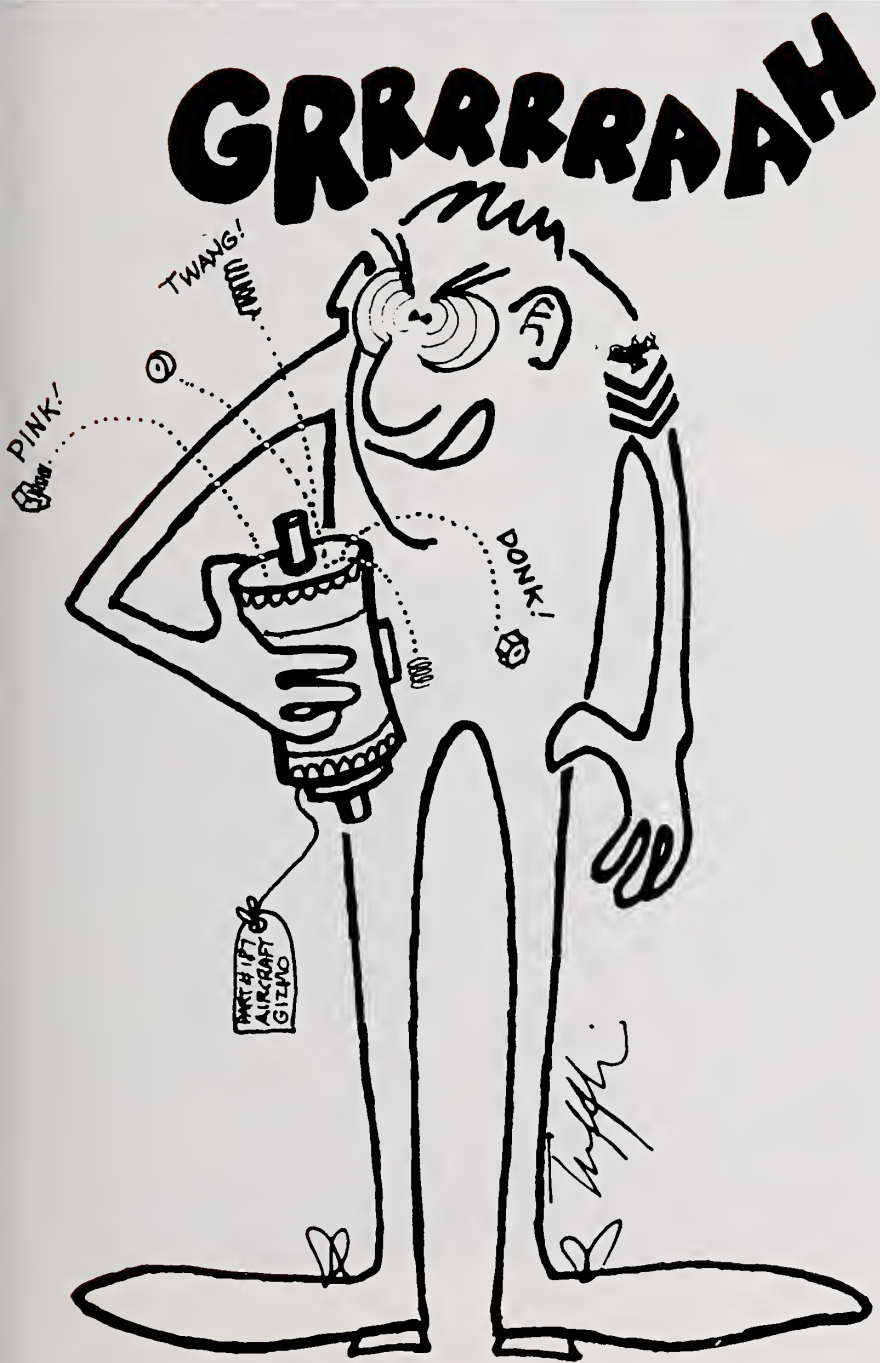
The remaining blocks on the form provide additional inventory information as well as end item application. The more accurate the information provided, the easier it will be to respond to the QDR and fix the problem. All the necessary information may not be available in one department. A joint supply/maintenance research effort is sometimes necessary to supply all the information needed. Ensure that the QDR you submit is accurate and complete; the more detailed information you give, the easier it is to correct the problem.

Block 22 on the SF 368 is your chance to blow off some steam. As clearly and concisely as possible, describe the nature of the failure, how it was discovered, what you think caused the problem and what you suggest to correct it.

What happens to your QDR after it is sent? Several things. First, the QDR arrives at a designated screening point. For most consumable items, that means the Navy Fleet Material Support Office. There, technicians review your QDR for completeness and validity, establish a case history and forward it to the appropriate inventory control point. This is where the real action begins. The inventory manager starts an investigation that may involve the contracting officer, the responsible government engineering command, the contractor, the local government quality assurance representative and, if necessary, the legal staff. As you would expect, an investigation of this scope takes time.

If you don't get an immediate response, you may think your QDR has entered the paperwork black hole, but that's not the case. Once you submit a QDR you have just started the ball rolling. A case history is established for the

don't know it's broken



QDR and it is not closed until the investigation is complete and corrective action has been taken.

Some of the typical actions that can occur as a result of your QDR are: modifications to procurement specifications, changes in government inspection levels, corrections to contractor manufacturing techniques, contract refunds and, in some cases, a decision not to award future contracts to nonresponsive vendors. Emergency buys might also be made to replenish the stock system with quality material.

Once a determination is made that the defective material you received was not an isolated, one-of-a-kind instance, the Navy Fleet Material Support Office notifies everyone of the defective material through their defective material summaries. This causes supply centers, afloat stores and shop stores located worldwide to screen their inventories for discrepant material, purge it from the system, and reorder quality stock.

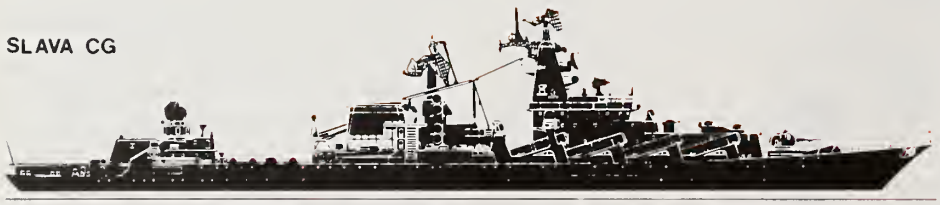
A QDR is a lot like a vote. If you don't vote, you can't complain about who wins the election. If you don't submit a QDR when you receive discrepant material, then you have only yourself to blame when another defective part arrives later.

Remember, if you are not part of the quality-control solution, you are part of the quality-control problem. □

Nusbaum is assigned to the Naval Supply Systems Command, Washington, D.C.

Soviet Guided Missile Cruiser

SLAVA Class



Displacement: 12,500 tons full load
Length: 185 meters (615 feet)
Propulsion: Gas turbines
Main Armament: 16 SS-N-12 SSM launchers
Eight SA-N-6 vertical SAM launchers
Two SA-N-4 SAM launchers
One twin 130-mm DP gun mount
Six single 30-mm Gatling guns
Aircraft: One HORMONE/HELIX helicopter



The first SLAVA-class missile cruiser became operational in 1982. Although most of the weapons on this large ship are older, proven systems, the numbers and variety installed are impressive. No reloads are carried for the SS-N-12 missile launchers, but the fact that there are 16 of them minimizes that problem.

The eight SA-N-6 vertical launchers are installed flush with the deck, aft of the twin stacks, and each consists of a revolving magazine containing eight of these high speed SAMs. ASW rockets and torpedoes are also included in the armament. Construction and fitting out of other units of the class continues. □

The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, *All Hands* presents a short review of articles that appeared in previous issues.

10 YEARS AGO—August 1976

• Queen Elizabeth II and Prince Philip, the Duke of Edinburgh, stepped aboard *Old Ironsides* during their Boston Bicentennial visit. As the Royal couple stepped aboard the oldest commissioned ship in the U.S. Navy, they were greeted by Secretary of the Navy, J. William Middendorf II; Rear Adm. Roy D. Snyder, commandant of the 1st Naval District; and *Constitution*'s captain, Cmdr. Tyrone Martin.

• Personnel at the White Sands, N.M., missile range recently fired a Navy 5-inch, laser-guided projectile from an Army 155mm howitzer and scored a direct hit on a stationary target more than eight miles away. The test was the first in a five-part evaluation of the projectile, developed to enable Navy gunners to have "first round hit" capabilities.

20 YEARS AGO—August 1966

• USS *Cacapon* (AO 52) lost the use of its radar as it was steaming to provide refueling services for amphibious forces engaged off the coast of Vietnam. The drive motor, which should have kept the antenna turning, didn't. Needing radar, the ship rigged a hand-crank, consisting of a pulley with a shaft extension, and for several days and nights the ship's radar gang took turns climbing to the platform 100 feet above the main deck to turn the radar antenna by hand. Hard work, but *Cacapon* had radar.

40 YEARS AGO—August 1946

• Another branch of the expanding air program of the Navy, Squadron VX-3, was put in commission on July 1 at Floyd Bennett Field, New York City. The squadron, composed entirely of helicopters, will operate and evaluate new planes of this type. The helicopter, while still in an early stage of development, proved useful as a spotting plane and as a drone target. Possibly the most important development of all may be the use of helicopters on anti-submarine patrols. This type of plane is considerably less visible to submarines than blimps. □





Right: The Navy accepts a new HRP-1 helicopter. Above: Cacapon needed old fashioned manpower to operate its high-tech radar.

Mail Buoy

Rights and Benefits

I enjoyed the "Educational Opportunities" article featured in the Navy Rights and Benefits section of the April 1986 *All Hands*. I would like to add that administering non-traditional education programs is only one of five taskings that the Defense Activity for Non-Traditional Education Support (DANTES) executes for the secretary of defense. Our mission also includes managing specific contracts for educational services, providing educational and informational materials, conducting special projects and developmental activities, and performing other management and educational support tasks.

Since Oct. 1, 1985, DANTES test control officers at Navy Campus offices are authorized to administer the General Education Development (GED) test, free of charge to Navy personnel, in all states except Alabama, Arkansas, Colorado, Delaware, Kansas, Missouri, North Carolina, Massachusetts, and Texas. In these states, GED testing of military personnel will continue to be administered through local state GED testing centers.

Other examinations which are available through the DANTES testing program (funded by the individual) are the Graduate Management Admission Test (GMAT), the Law School Admission Test (LSAT), the National Teacher Examination (NTE), and the California High School Proficiency Examination (CHSPE).

A limited number of guidance and interest inventory tests are funded through DANTES. Some tests which are available are: the Comprehensive Test of Basic Skills (CTBS), the Strong-Campbell Interest Inventory, the Career Assessment Inventory (CAI), and the Kuder Interest Inventory.

Experiental Learning Assessment (ELA) provides another non-traditional approach to earning college credits. ELA is the process by which participating students describe and document their college equivalent learning during a college course that is usually called an ELA seminar. A copy of the ELA handbook, published by DANTES, should be available in each Navy Campus office reference library.

The non-traditional approach is an alternative method to earning a college degree. I know, because I received my baccalaurate from the University of the State of New York, Regents External Degree Program, in 1983. The degree was earned entirely through the use of non-traditional credits. There are many educational paths and opportunities available to the service member today. I sincerely hope that our Bluejackets will take advantage of these different programs, since education is one of their benefits. Keep the educational articles coming. I appreciate the excellent job that you are doing in passing the word.

—EWCM Donald J. Carunchio,
DANTES special enlisted advisor,
Pensacola, Fla.

Motorcycle safety

I have been an avid reader of the *All Hands* magazine for some time and find most articles to be informative and the photos to be well done.

The photos accompanying the April 1986 article on motorcycle safety portray violations of the Navy's new traffic safety program (OpNavInst 5100.12C). The violations are: no face shields attached to the helmets of pictured riders; two riders are seen not wearing leather gloves; two of the motorcycles pictured are equipped with windshields. However, the 12C makes no exceptions when such devices are used. Also noted is the rider going through maneuvers with safety goggles on top of the helmet.

Had there been some mention of the Navy's dress code for motorcycle riders, the article could have been more valuable.

—G.R. Lamb,

U.S. Naval Communication
Area Master Station, WestPac.

I was pleased to see that the folks at the Naval Safety Center (Nevil Moore) were conversant with the new OpNavInst 5100.12C concerning motor vehicle and motorcycle safety. Apparently no one connected with your story on "Motorcycle Safety" (April 1986) bothered to read that instruction closely, however. Enclosure (1), paragraph 3f(2), requires operators of motorcycles to wear "face shields attached to the helmet." Virtually all of the riders shown in the pictures accompanying your story seem ill-equipped.

—Lt.Cmdr. Brian D. Robertson,
Springfield, Va.

• *OpNavInst 5100.12C does indeed require that certified helmets, with full-face shields be worn when riding motorcycles, not to mention long-sleeve shirts, long-leg trousers and full-finger gloves. For complete information on motorcycle and all other safety regulations and interpretations, contact the Naval Safety Center at (804) 444-1481, AV 564-3344.*—Ed.

Reunions

• **USS Bonhomme Richard (CVA 31) 1957-60**—Reunion planned. Contact Dawn Logan, P.O. Box 338, Lumberton, N.C. 28358; telephone (919) 738-6792.

• **USS Hurst (DE 250)**—Reunion Aug., 4-8, 1986, Philadelphia. Contact Chuck Laird, No. 6 Breslui Ave., Hoeldonfield, N.J. 08033; telephone (609) 429-3783.

• **USS Catskill (LSV 1), World War II**—Reunion September 1986, Denver, Colo. Contact R.L. Beckius, 7136 Inca Way, Denver, Colo. 80221.

• **USS Cincinnati (CL 6)**—Reunion Sept. 17-19, 1986, San Diego. Contact G.D. Christmas, 4510 Nantucket Blvd., Apt. 7, Austintown, Ohio 44515; telephone (216) 792-1281.

• **Training Squadron 3, "Red Knights"**—Reunion Sept. 19, 1986, Pensacola, Fla. Contact Training Squadron 3 Public Affairs Office, NAS Whiting Field, Milton, Fla. 32570-5100; telephone (904) 623-7116/7580, (A) 868-7116/7580.

• **OceanDevRon 8 (VXN 8), Blue Eagle/World Traveler Officers**—Ball Sept. 27, 1986, NAS Patuxent River, Md. Contact Lt.Cmdr. C. Williams, NAS Patuxent River, Md. 20670; telephone (301) 863-4766/4711, (A) 356-4766/4711.

• **USS Arkab (AK 130)**—Reunion October 1986, New Orleans. Contact Tom Murray, P.O. Box 525, Sun City, Calif., 92381; telephone (714) 679-5905.

• **USS Pringle (DD 477)**—Reunion October 1986, Charleston, S.C. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228; telephone (301) 788-5829.

• **USS LST 292**—Reunion October 1986, Orlando, Fla. Contact L.W. Brown, P.O. Box 26, Starkville, Miss. 39759; telephone (601) 324-3621.

• **USS LST 706, World War II**—Reunion October 1986, Louisville, Ky. Contact Jack Thompson, 163 Fender Road, Melbourne, Ky. 41059; telephone (606) 635-4327.

• **25th Naval Construction Battalion, World War II**—Reunion Oct. 1-5, 1986, Gulf Breeze, Fla. Contact Alfred G. Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503; telephone (904) 476-4113.

• **USS Chondeleur (AV 10)**—Reunion Oct. 1-4, 1986, Memphis, Tenn. Contact Mrs. Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Metcalf (DD-595)**—Reunion Oct. 1-7, 1986, Honolulu. Contact John M. Chittum, 350 South Walnut St., Huntington, W.Va. 25705; telephone (304) 523-6963.

Reunions

• **USS Galveston (CLG 3)**—Reunion Oct. 1-5, 1986, Galveston, Texas. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.

• **USS Nicholas (DD 449) 1942-66**—Reunion Oct. 2-4, 1986, Jackson, Miss. Contact Jack Stuart, P.O. Drawer 428, Morton, Miss. 39117.

• **USS Phelps (DD 360)**—Reunion Oct. 2-5, 1986, Charleston, S.C. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas 77642; telephone (409) 962-1348.

• **USS Crowley (DE 303)**—Reunion Oct. 2-5, 1986, Dearborn, Mich. Contact Charles LaNoue, 15615 Harrison, Allen Park, Mich. 48101; telephone (313) 383-8992.

• **USS Butler (DD 636/DMS 29)**—Reunion Oct. 3-5, 1986, Cleveland, Tenn. Contact Bill Ewing, P.O. Box 3782, Cleveland, Tenn. 37311; telephone (615) 476-3805.

• **USS Jeffers (DD 621/DMS 27)**—Reunion Oct. 3-5, 1986, White Haven, Pa. Contact Warren Hilton, 209 South Hall St., Morrison Ill. 61270; telephone (815) 772-2422.

• **USS Foss (DE 59), 1943-57**—Reunion Oct. 3-5, 1986, Fort Lauderdale, Fla. Contact Robert M. Allen, 200 N.W. 22nd St., Fort Lauderdale, Fla. 33311; telephone (305) 566-7155.

• **USS Frybarger (DE 705)**—Reunion Oct. 3-5, 1986, Myrtle Beach, S.C. Contact Alex W. Boyd, 5107 Bryce Lane, Richmond, Va. 23224; telephone (804) 233-0581.

• **NAS Grosse Ile**—Reunion Oct. 4, 1986, Grosse Ile, Mich. Contact Harry A. Barriger, 27250 Wyly Drive, Mt. Clemens, Mich. 48045; telephone (313) 466-5550.

• **USS Chevalier (DD 451)**—Reunion Oct. 5-7, 1986, San Antonio, Texas. Contact Kurt W. Bocian, 24853 96th Ave, S. No. 1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

• **USS Omaha (CL 4)**—Reunion Oct. 6-9, 1986, New Orleans. Contact Frank L. Vito, 1409 Indiana N.E., Alburquerque, N.M. 87110; telephone (505) 256-1321.

• **USS Plunkett (DD 431)**—Reunion Oct. 7-9, 1986, San Diego. Contact George A. Schweis, 18 Spruce Dr. Marshallton, R.D. 4, West Winchester, Pa. 19382; telephone (215) 436-9761.

• **USS Haven (AH 12)**—Reunion Oct. 8-10, 1986, Reno, Nev. Contact Joe Messina, 1680 Oak Vista Ave., Chico, Calif. 95926; (916) 343-6105.

• **Marine Corps Aviation Association**—Reunion Oct. 9-12, 1986, Dallas. Contact MCAA P.O. Box 296, Quantico, Va. 22134.

• **USS Yorktown (CV 5)**—Reunion Oct. 9-12, 1986, Daytona Beach, Fla. Contact Bob Good, P.O. Box 1187, Thonotosassa, Fla. 33592; telephone (813) 752-9479.

• **USS Morris (DD 417)**—Reunion Oct. 9-12, 1986, Peoria, Ill. Contact Tom Traweek, 8605 Queensmere Place, No. 5, Richmond, Va. 23229; telephone (804) 270-1674.

• **USS LST 325, World War II**—Reunion Oct. 10-12, 1986, New Orleans. Contact Dick Scacchetti, 6 Nutting Place, West Caldwell, N.J. 07006; telephone (201) 226-4465.

• **USS Uvalde (AKA 88)**—Reunion Oct. 10-11, 1986, Uvalde, Texas. Contact Cindy Taylor, P.O. Box 706, Uvalde, Texas 78802; telephone (512) 278-3361.

• **USS Paul Hamilton (DD 590)/USS Twiggs (DD 591)**—Reunion Oct. 10-11, 1986, Orlando, Fla. Contact Walt Tucker, 2437 Two Oaks Dr., Charleston, S.C. 29404.

• **USS Consolation (AH 15)**—Reunion Oct. 10-12, 1986, Norfolk, Va. Contact Dr. T. C. Deas, 421 Wister Road, Wynnewood, Pa. 19096-1808.

• **USS Pensacola (CA 24)**—Reunion Oct. 12-16, 1986, Las Vegas, Nev. Contact C. J. Tibado, P.O. Box 425, Wofford Heights, Calif. 93285; telephone (714) 971-5126.

• **USS Wharton (AP 7)**—Reunion Oct. 12-16, 1986, Reno, Nev. Contact George Howlett, 110 Central Ave., Malden, Maine 02148; telephone (617) 324-6121.

• **Army 148th Ord. M.V.A. Co., World War II**—Reunion Oct. 15-18, 1986, Louisville, Ky. Contact Jerome K. Paulson, 2903 E. Willis Ave., Perry, Iowa 50220; telephone (515) 465-5462.

• **Enlisted Pilots/Navy, Marine, Coast Guard**—Reunion Oct. 16-19, 1986, Norfolk, Va. Contact Jack Hayes, 2434 Amber Ave., Norfolk, Va. 23513; telephone (804) 853-8883.

• **VP 14/VB 102/VPB 102, World War II Pacific**—Reunion Oct. 16-19, 1986, Washington, D.C. Contact Allan R. Dresner, 7026 Wyndale St. N.W. Washington, D.C. 20015; telephone (202) 966-5054.

• **Navy Special Weapons Units**—Reunion Oct. 17-19, 1986, Tulsa, Okla. Contact C. Berger, 1839 S. 13th, McAlester, Okla. 74501; telephone (918) 423-4509.

• **USS Taney CG (WHEC 37)**—Reunion Oct. 17-19, 1986, Arlington, Texas. Contact Harold F. Maybeck, 1508 Arbor Town Circle No. 1025, Arlington, Texas 76011; telephone (817) 469-7289.

• **USS Zellars (DD 777)**—Reunion Oct. 17-19, 1986, Houston. Contact D.E. Warner, 420 Palomino Lane, League City, Texas 77573; telephone (713) 332-1358.

• **World War II, Korea, Vietnam U.S. Troop ships crews**—Reunion Oct. 18, 1986, Kings Point, N.Y. Contact David Ficken Sr., C/O American Merchant Marine Museum, U.S. Merchant Marine Academy, Kings Point, N.Y. 11024; telephone (516) 482-8200, ext. 304.

• **VPB 44 "Black cats of green Ireland" 1944-45**—Reunion Oct. 22-25, 1986, San Diego. Contact G. S. Bogard, 3009 Stevenson Dr., Pebble Beach, Calif. 93953.

• **USS Rocky Mount (AGC 3), Flag, Army, Marines and wounded personnel** —Reunion Oct. 23-26, 1986, San Antonio, Texas. Contact John Vreeland, 3710 Armstrong St., San Diego 92111; telephone (619) 277-0689.

• **Banana Fleet Marines**—Reunion Oct. 23-26, 1986, Savannah, Ga. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.

• **USS St. LO (CVE 63)/VC 65**—Reunion Oct. 23-26, 1986, San Diego. Contact E.H. Crawforth, 1910 Windsor Way, Reno, Nev. 89503; telephone (702) 747-0884.

• **USS St. Paul (CA 73)**—Reunion Oct. 28-30, 1986, Clearwater Beach, Fla. Contact Bill Shaw, Lot 214, 2112 Belle Chasse Hwy., Gretna, La. 70053; telephone (504) 392-3851.

• **USS Monrovia, (APA 31) 1942-78**—Reunion Oct. 28-Nov. 2, 1986, Cocoa Beach, Fla. Contact Hilton P. Dana, 3799 So. Banana River Blvd. No. 507, Cocoa Beach, Fla. 32931; telephone (305) 783-1320.

• **USS Edison (DD 439)**—Reunion Oct. 31-Nov. 2, 1986, Kissimmee, Fla. Contact Larry Whetstine, 8083 Whetstine Dr., Linden, Mich. 48451.

• **12th Evac Hosp., Army**—Reunion Oct. 31-Nov. 2, 1986, San Antonio, Texas. Contact D. Harder, 9542 Millers Ridge, San Antonio, Texas 78239; telephone (512) 657-3526.

• **USCG L.C.I. (L) Flotilla**—Reunion November 1986, Memphis, Tenn. Contact Ralph Gault, 14733 Clark St., Dolton Ill. 60419.

• **Navy Mats VRs 3, 6, 7, 8, 22 and NATWing Pac**—Reunion Nov. 6-8, 1986, Reno, Nev. Contact Monte "Red" Umphress, 1348 Hanchett Ave., San Jose, Calif. 95126; telephone (408) 295-0218.

• **USS Cabot (CVL 28) Air crews and ships company**—Reunion Nov. 6-9, 1986, Pensacola, Fla. Contact Ray Miller, 318 Milan Place, Anaheim, Calif. 92801; telehone (714) 828-1851.

• **Guadalcanal Campaign Veterans Aug. 7, 1942, to Feb. 17, 1943, Army, Navy, Marine, Coast Guard, Air Force and C.B.S.**—Reunion Nov. 13, 1986, Pensacola Fla. Contact Richard R. Hennig, 2630 St. Andrews Blvd. Tarpon Springs, Fla. 33589.

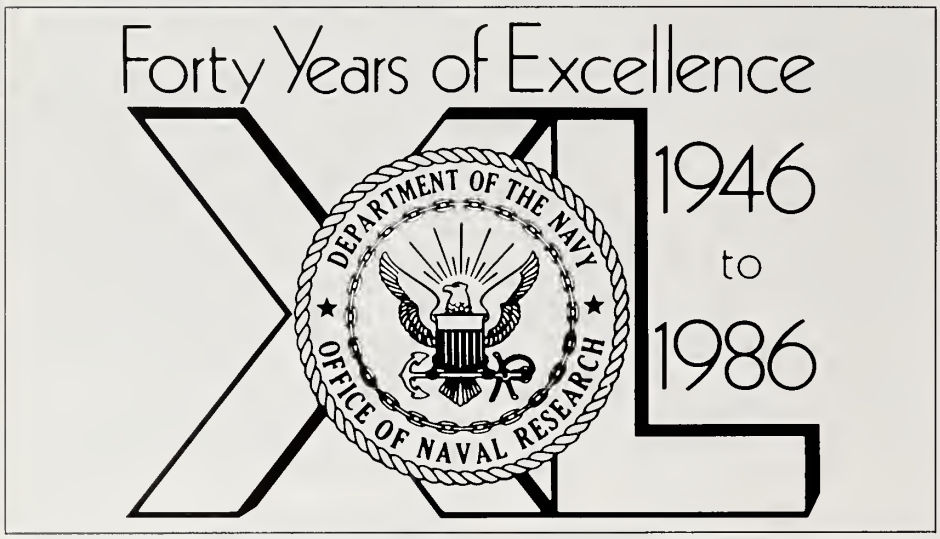
• **USS Jo Breckinridge (TAP 176)**—Reunion planned. Contact A.L. Clarke, 254 Getchell St., Santa Cruz, Calif. 95060.

Bearings

Office of Naval Research

The Office of Naval Research is celebrating its 40th anniversary. On Aug. 1, 1946, President Harry Truman signed Public Law 588 which established ONR. The office was tasked with encouraging and promoting naval research and was given authority to write contracts for basic research programs conducted by scientists at universities and other research centers across the country.

ONR often has lead the nation and the world in the advancement of science and technology, and some of that technology has become a part of day-to-day living: the digital computer, nuclear battery, laser research, new ceramic and adhesive materials, frozen blood products, corrosive-resistant paints, fiber optics, plastic wrap, toothpaste, firefighting foam and many others.



With more than 590 research scientists and military officers and 386 support staff members, ONR is comprised of seven major directorates, four laboratories, two overseas detachments and the new Institute for Naval Oceanography. The office also hosts six special programs which contribute to the development of the nation's scientists and engineers.

A wide range of celebration activities will be highlighted by a special "Research to Readiness" exhibit at the Pentagon and the National Science Foundation in Washington, D.C. A 40th Anniversary Science Symposium also is scheduled for October 21-22 at the National Academy of Sciences in Washington, D.C. Among several Nobel laureates expected to attend is Dr. Jerome Karle of the Naval Research Laboratory who won the 1985 Nobel prize for Chemistry.

Dr. Marvin K. Moss, director of ONR, said, "We want the American public to know that, although ONR's first priority is to support the needs of our future Navy, much of the technological development which enriches our day-to-day lives is a result of basic research supported with Navy funding." ■

One person can make a difference

There are times when a single person can be the catalyst for a program's success, and Torpedoman's Mate 1st Class David L. Scarbrough was the spark that ignited participation in the new Military Cash Awards Program—MilCAP—at Naval Air Station Keflavik, Iceland.

The station's beneficial suggestion program started in May 1985. A short publicity campaign brought immediate results. Scarbrough, who had participated in the suggestion program at Naval Weapons Station, Charleston, S.C., submitted a design for a portable shower to protect people who work in a high risk, hazardous waste environments. The shower design saved the Navy $67,000, and Scarbrough received a cash award of $2,750. His award presentation was widely publicized at Keflavik. Eleven months after Keflavik's MilCAP program began, submissions had averaged nearly one per month, excluding those submitted by Scarbrough.

The publicity surrounding Scarbrough and the station's suggestion program also prompted other activities at Keflavik to initiate their own programs.

Scarbrough became interested in MilCAP at the Charleston weapons station and was encouraged by his supervisor to submit his ideas. His suggestions have saved the Navy more than $250,000 and have earned him nearly $5,000 in cash awards. He also has received three non-cash awards, including a letter of recognition from Rear Adm. E.K. Anderson, commander, Iceland Defense Force, for his participation in MilCAP over a three-year period.

Since 1979, Scarbrough has submitted more than 40 suggestion forms with ideas for: improvements in quality, methods and procedures of operations; inventions (new tools); decreased manpower and man-hours; and improved work spaces.

Scarbrough, a 14-year Navy veteran, has been recommended for a Navy Achievement Medal for his participation and accomplishments in MilCAP. His participation and the media coverage of his award ceremonies have created a sustaining impact on all beneficial suggestion programs at Keflavik. ■

Story by JOC William T., Johnson, OPNAV

6

Navy Rights & Benefits



Family Assistance

Family Assistance

Out of concern for the total welfare of the Navy family, the Navy has gone beyond the primary considerations of medical and health care, housing, and survivor's benefits to offer assistance in many other ways.

This installment of Navy rights and benefits has information on where Navy family members can get special kinds of family-related assistance. From guaranteed student loans available through the Navy Relief Society to the free care provided under the Alcohol and Drug Abuse Treatment programs, Navy people can get a variety of Navy-sponsored and Navy-related organizations for assistance.

Navy Family Service Centers

Navy Family Service Centers (FSC) are designed to assist personnel, their families and single service members with a variety of support services.

What do FSCs do? They address practically every area of Navy family life. They provide a comprehensive information and referral service on a wide range of programs and services, including resources which are available in the military and local civilian communities. FSC staff members and volunteers work to coordinate people-oriented support and assistance programs, and assist with personal or family problems.

Each FSC provides assistance and support to existing command-sponsored efforts such as command Sponsor Programs, command ombudsmen, pre-deployment and deployment support services. FSCs have information to help ease the relocation process and offer programs on subjects of interest to military families, such as budget stretching, finding a new job after a family move, parenting classes, helping families improve their communications skills, and many others.

When an individual comes in with a request or a question, the FSC can readily refer him or her to the appropriate military or civilian resource. FSCs offer hospitality kits and information about recreational facilities, how to get a passport before going overseas, child-care centers, Navy Lodges and other services. FSCs are ready to help in obtaining legal aid, voting registration information or help with a "special needs" child. They have a reference library of brochures and other information about continental and overseas duty stations, or will refer individuals to the Overseas Duty Support Program for more detailed information about overseas duty stations.

Each FSC offers a wide range of personal and family enrichment programs to interested people. FSCs are natural, helpful, everyday resources which can be of real benefit to "everyday" people who have everyday needs as well as an occasional crisis.

There are currently 63 fully operational FSCs at installations throughout the United States and overseas. When another seven FSCs come on line in fiscal year 1989, services will be available to more than 85 percent of all Navy personnel and their families. Each FSC is staffed with a combination of military and civilian personnel who will do their best to come up with just about any kind of information or help needed—and if they don't have it, they know where to find it. Navy FSCs stand ready to assist, as a symbol that the Navy truly does take care of its own.

Sponsor Program

Knowing what to expect and having a specific contact person at your new duty station can make the difference between a good move and a bad move. The Navy Sponsor Program can help make that difference.

Upon receipt of change-of-station orders, the service member should request assignment of a sponsor. The individual's commanding officer forwards the request to the receiving commanding officer for action. (See MILPERS Manual 1810580.)

The sponsor should then take all steps necessary to ensure that the incoming service member receives information about the area well in advance. The sponsor also should make arrangements to assist the new member and his/her family upon arrival at the new duty station.

Legal Assistance Program

From helping Navy men and women understand an installment contract to writing a will, Navy legal assistance is available in many forms.

This free service, part of the professional help provided under the Navy Legal Assistance Program, is intended primarily as a benefit for active duty Navy members. It is also extended to dependents and, on a limited basis, to retirees and their dependents, survivors of eligible members, and to civilians employed overseas by the armed services.

Services provided under the Navy Legal Assistance Program include:

- Advising and assisting personnel in connection with their personal legal problems.
- Preparing legal correspondence on behalf of eligible clients, negotiating with another party or their lawyer, and preparing various types of legal documents including wills and pleadings.
- In some limited cases, providing full legal representation including in-court appearances on behalf of eligible personnel.
- Advice to persons with discrimination complaints under the Civil Rights Act of 1964 and SecNavInst 5350.5 series.

Services which do not fall under the Navy Legal Assistance Program but which are provided by the Naval Legal Service Office include:

- Assigning defense counsel for members charged with criminal conduct under the Uniform Code of Military Justice (UCMJ).
- Professional advice involving UCMJ Article 15 proceedings (captain's mast).

• Advice concerning a member's privately owned business or private income-producing activity is not authorized or provided by the Navy Legal Assistance Program.

Chaplains

Navy chaplains are fully qualified ministers, priests and rabbis endorsed by their respective religious bodies to provide appropriate ministry to military personnel and their families.

They provide religious ministry according to the tenets and teachings of their respective religious bodies. Those who desire particular religious rites (baptism, bar/bas mitzvah, wedding, etc.) should contact their local chaplain. He or she will assist them personally or refer them to a chaplain of their particular faith.

Pastoral care is another way chaplains assist the Navy family. The chaplain visits work areas, hospitals and homes, and is in the field expressing care for people and their adjustment to military life, interpersonal relationships or troublesome problems.

In pastoral care, the chaplain can bring reconciliation and hope to those in need.

A chaplain can also assist Navy people and their families by working closely with Navy Relief, Red Cross and other community agencies. The chaplain can help make appropriate referrals to those channels of assistance which are needed, whether it be for financial, health, marital or emergency leave problems.

A spiritually oriented program of personal growth and spiritual development, called CREDO, is another program in which chaplains are deeply involved. It was started in San Diego, Calif., in 1971 by the Chief of Naval Personnel, and chaplains have been continuously assigned to CREDO to conduct weekend workshops, discussion groups and to foster family relationships at CREDO centers. CREDO also operates in Norfolk, Va., Great Lakes, Ill., and Naples, Italy.

Alcohol and Drug Abuse Treatment Programs

The objective of the Navy Alcohol and Drug Abuse Program (NADAP) is to prevent drug and alcohol abuse and to return eligible former drug and alcohol abusers to full duty status as soon as possible. A major element of NADAP is detection and deterrence of drug and alcohol abuse at all levels. This approach emphasizes firm, constructive use of discipline, the rehabilitation of men and women who are responsive and the expeditious processing for separation of those abusing individuals clearly possessing no potential for future service. Treatment is offered at one of three levels depending on the severity of abuse or dependency.

Level I treatment involves local command programs coordinated by the command Drug and Alcohol Program Advisor (DAPA). Programs involve awareness and education (such as General Military Training) and the more formal Navy Alcohol and Drug Safety Action Program (NADSAP). Thirty-three primary NADSAP offices with more than 100 ancillary classroom sites offer a 36-hour course. Participants may attend voluntarily for their own education or may be referred by their command because of a drug or alcohol abuse incident. All convicted DWI offenders are required to attend NADSAP.

Counseling and Assistance Centers (CAAC) are Level II treatment facilities. There are 80 CAACs Navywide—28 of these aboard ships. CAACs perform screenings, non-residential individual, group and family counseling, education programs and community outreach.

Level III treatment is performed at four residential Alcohol Rehabilitation Centers (ARC) in Norfolk, Va.; Jacksonville, Fla.; San Diego and Miramar, Calif.; and Pearl Harbor, Hawaii. Treatment is also performed at 27 Alcohol Rehabilitation Departments (ARD) located in naval hospitals. Counseling, individual and group therapy, education, and family help are part of the residential program offered at the ARCs and ARDs. CAACs, ARCs and ARDs are staffed with Navy-trained counselors.

OPNAVINST 5350.4 series gives complete Navy drug and alcohol abuse policy, treatment availability and eligibility, and procedural information.

Uniformed Services Health Benefits Program (USHBP) beneficiaries (dependents, retirees, dependents and survivors of retirees, etc.) can enter any of the Navy's rehabilitation programs on a space-available basis. A backlog of active duty patients forces most facilities to refer applicants eligible for CHAMPUS or VA benefits to those programs.

CHAMPUS shares the cost for up to seven days of inpatient hospital care required for detoxification during acute stages of alcoholism. Such detoxification usually takes from three to seven days. Benefits extended beyond this stage include inpatient rehabilitation in the hospital or other type of authorized institution.

CHAMPUS reviews each rehabilitative stay to determine if an inpatient setting is required. CHAMPUS will help pay for up to 21 days of rehabilitation (this is included in the 60 days of inpatient mental health care allowed per calendar year.) It is limited to one inpatient admission per 365 days, and only three inpatient admissions during a person's life. This treatment is only covered in a hospital or special treatment center whose alcohol rehabilitation facility has entered into a participation agreement with CHAMPUS. Before getting care, check with the CHAMPUS claims processor to make sure the hospital or center is approved by CHAMPUS.

Outpatient care for alcoholism is covered by CHAMPUS for up to 60 visits over a year, beginning the day the person starts receiving the rehabilitation phase of treatment. Family therapy is covered for up to 15 visits per year, also beginning the day the therapy starts.

VA Alcohol, Drug Abuse Programs—Eligible veterans are admitted to each of the Veterans Administration medical centers for the treatment of alcohol or drug dependence or associated medical conditions. If specialized care for the veteran's alcohol or drug dependence is required and it is not available at the admitting medical center, the veteran may be transferred to the nearest medical center which has a specialized medical program for alcohol and/or drug dependence treatment.

The VA has 94 Alcohol Dependence Treatment Programs (ADTP) and 42 Drug Dependence Treatment Programs (DDTP), with a total of 4,125 available beds. Each ADTP and DDTP is expected to provide comprehensive individualized services to include pre-bed crisis intervention support activities, emergency medical services including detoxification, clinical and vocational assessment, consultative/liaison, ambulatory/outpatient and aftercare services.

Navy Relief Society

The Navy Relief Society is a private, non-profit corporation which is the Navy and Marine Corps' own self-help organization. Its primary purpose is to provide active and retired service members, their dependents and survivors with financial assistance or budgetary counseling in time of need. In addition, it sponsors a Guaranteed Student Loan (GSL) program for dependents, provides layettes to new mothers who need such help, and operates such activities as a visiting nurse program and thrift shops.

Navy Relief financial assistance may be provided for a variety of valid needs ranging from the costs of setting up a household after a PCS move to disaster relief. However, Navy Relief does not assist with the purchase of non-essentials or car payments, nor does it supplement the income of persons who habitually live beyond their means. Details on assistance policy are set forth in a pamphlet, "Fundamentals of Navy Relief Assistance." If not available on your ship or station, it may be obtained on request from the closest Navy Relief field activity.

Application for assistance may be made to any auxiliary, branch or office of the Navy Relief Society or through American Red Cross, Army Emergency Relief, Air Force Aid Society, or Coast Guard Mutual Assistance. If a command has found it necessary to advance assistance for emergency leave from its Welfare and Recreation Fund because an individual is unable to visit a Navy Relief Society office, the society will reimburse the command.

Financial assistance is provided for dependents solely because of their relationship to service members. Therefore, whenever possible, the service member should present his or her family's request for assistance at a Navy Relief office. When the service member can afford it, financial assistance is provided as an interest-free loan, which is normally repaid by allotment at a convenient rate. If repayment causes real hardship to the service member, assistance is provided as a grant.

Those who are interested in helping the society carry on its work can do so either by supporting the annual fund drive, which is one of the Navy Relief Society's major sources of funds, or by serving as a volunteer. The great majority of Navy Relief activities are staffed by volunteers, most of whom are dependents or retirees.

For additional information, see MILPERS Manual 3450150.

Navy Mutual Aid Associaton

The Navy Mutual Aid Association was formed in July 1879, more than 100 years ago. It is a mutual, non-profit, tax exempt, voluntary membership association of sea service personnel and their families.

The basic purpose of the association is to provide a substantial monetary sum in the form of benefit plans to designated survivors of members at the lowest possible cost and to assist them in obtaining, without cost, all the federal benefits to which they are legally entitled.

Navy Mutual Aid is presided over by a board of directors comprised of representatives of the five sea services. The Chief of Naval Operations is traditionally the president of the association.

In keeping with its original objective, Navy Mutual Aid offers life insurance plans designed to meet the needs of sea service personnel at the lowest possible net cost when measured as recommended by authoritative sources.

The association maintains facilities and a staff at the Navy Annex in Washington, D.C. The staff is capable of aiding and advising members and beneficiaries of federal benefits, claims, insurance matters and financial counseling. The staff will assist families of deceased members in securing all federal benefits and allowances to which they are legally entitled and insurance claims from all other insurers. In case of an unfavorable decision by the Veteran's Administration against a member's survivors, Navy Mutual will provide an accredited representative to assist in an appeal from such decision and will follow through until an equitable decision has been rendered. The association provides secure storage space at its headquarters for the safekeeping of vital personal documents for ready reference by members and to facilitate the processing of survivor claims.

Navy Mutual Aid is designated as an approved financial counselor by Secretary of the Navy instruction, and, as such provides commanders of sea service commands with briefings on government programs such as social security, dependency and indemnity compensation and the Survivor Benefit Plan.

Officers and career enlisted personnel in the Navy, Marine Corps, and Coast Guard and officers of the U.S. Public Health Service and the National Oceanic and Atmospheric Administration may apply for membership in the association at any time while serving on active duty

and for a period of 120 days after release from active duty. Membership privileges and obligations are not affected by subsequent separations, reserve status, or retirement from active duty—once a member always a member. Our members consider Navy Mutual Aid a valuable fringe benefit.

For further information about Navy Mutual Aid, call toll free (800) 628-6011. In Virginia, call collect (202) 694-1638.

Fleet Reserve Association

Chartered in 1924, the Fleet Reserve Association (FRA) is a career organization made up of active duty and retired enlisted personnel, and commissioned officers with prior enlisted service, of the Navy, Marine Corps and Coast Guard. The association strives to support the sea services in matters of national defense, promotes and safeguards the rights of enlisted members, and encourages worthy young men and women to seek careers in the sea services.

The association has 350 branches worldwide, and there are more than 165,000 members on its rolls. The FRA assists enlisted personnel in career matters but does not attempt to influence the sea services in military decisions involving personnel. The association represents active duty and retired members on military personnel legislation and policies before congressional committees.

The FRA is accredited by the Veterans Administration and other government agencies on behalf of members; it administers the original CHAMPUS supplement health insurance program; awards and administers scholarships for dependent children of naval personnel, living and deceased; and aids survivors in obtaining benefits and aids them in times of disaster.

The American Red Cross

The Red Cross, in addition to its reciprocal agreement with the Navy Relief Society, conducts a program of social welfare which includes budget counseling for naval personnel, medical and psychiatric case work and recreation services for the hospitalized.

Red Cross counselors help veterans obtain benefits. In addition, they offer courses in health and safety and provide volunteer activities for people with extra time. They also assist service members in gathering information for emergency leave and leave extensions, dependency or hardship discharges or humanitarian transfers.

The worldwide communication network of the Red Cross helps military families contact service members overseas and at sea when emergencies warrant immediate notification.

For further information see MILPERS Manual 3450150.

Ombudsman Program

The Navy Family Ombudsman Program is designed to provide better, faster communication between Navy families and Navy officials. Commanding officers select ombudsmen from among the Navy spouses in their commands. The ombudsman is the official representative of the command's families and serves as liaison between them and command officials.

Spouses, especially, should become acquainted with the local ombudsman. They should understand that the ombudsman is not a counselor or a social welfare worker and cannot offer specific advice. The ombudsman does, however, take a direct route toward finding solutions by bringing problems to the attention of the proper officials.

Staying in touch—Communication between the Navy family and the parent command or base, other than the ombudsman program, are the familygram, telephone tree and CO's action line.

The familygram is a regular newsletter from the commanding officer to family and friends of crew members offering information and news about the command and its people.

The telephone tree is an informal network of dependents who pass on important information such as last-minute changes to a ship's operating schedule.

The CO's action line is a two-way communication line which may appear as a column in the command newspaper. Dependents can address questions and offer opinions directly to the commanding officer whose reply can benefit the entire command.

Navy Wives Clubs of America

Navy Wives Clubs of America (NWCA) is a national federation of wives of Navy, Marine Corps and Coast Guard enlisted personnel. It recognizes the importance of the sea service wife. The organization, chartered in 1936, is dedicated to improving life in the Navy.

Active clubs throughout the United States and overseas promote supportive relationships among wives. The clubs extend assistance to needy members and other Navy, Marine Corps and Coast Guard families, assist Navy chaplains, participate in blood donor programs and in Navy Relief Society projects.

The NWCA also sponsors a special scholarship program for children of enlisted personnel (see section on Dependents' Scholarship Program.)

Wifeline Association

This volunteer Navy wives organization serves as a clearinghouse for Navy families. Experienced volunteers aid those wives new to the service and serve as channels of communication for all Navy wives. The association reaches out to all Navy families in an effort to inform them, solicit opinions, and share solutions to problems inherent in Navy life.

Membership is both automatic and free for all wives and widows of officers and enlisted men anywhere in the world.

Wifeline Association has been asked to advise in such areas as financial aid,

legal counsel, moving household goods, survivor benefits and information on permanent duty stations. Any Navy wife can get answers to her questions by writing or calling the association. It operates an around-the-clock telephone answering service.

Wifeline Association provides new Navy spouses with bride's kits containing publications of special interest. These also are available through the association upon request at little or no cost. A nonprofit organization, Wifeline Association depends solely on contributions.

Other Organizations

Many other organizations and government agencies stand ready to assist your family in time of need.

Veterans Administration—In addition to the drug and alcohol rehabilitation help already mentioned, the VA maintains hospitals to care for veterans who cannot afford hospital treatment or whose injuries are a result of military service. The organization handles dependency compensation for service-connected deaths, provides burial flags for veterans and administers USGLI, NSLI and SGLI.

Veterans' Organization—The following organizations also provide information concerning claims and help process them: Disabled American Veterans (DAV), American Veterans of World War II (AmVets), Jewish War Veterans (JWV), Non-Commissioned Officers Association (NCOA), American Legion, Veterans of Foreign Wars (VFW), Blinded Veterans Association (BVA), Congressional Medal of Honor Society of the U.S., Legion of Valor of the U.S.A., Marine Corps League, Military Order of the Purple Heart, Paralyzed Veterans of America, Inc., United Spanish War Veterans, Veterans of World War I of the U.S.A., Inc., American Veterans Committee, Army/Navy Union of the U.S.A., Catholic War Veterans of the U.S.A., Coast Guard League, Disabled Officers Association, Military Order of the World Wars, Regular Veterans Association, and United Indian War Veterans.

State Veterans Commissions—Most states maintain veterans' organizations which supervise their particular programs. They can help with federal and state employment assistance, state bonuses (if any), education assistance, land settlement preference and other benefits. These organizations can usually be found under the state government listings in the telephone directory.

Social Security Administration—Social Security provides continuing financial assistance to survivors of deceased members. Retirees drawing military retirement also are eligible to draw Social Security at the appropriate age. Your local Social Security office can provide you with details.

Decedent Affairs Branch, Naval Medical Command—Provides for the interment of deceased members and the transport and escort of the remains to the burial site. This service is usually coordinated through Navy Regional Medical Centers.

Casualty Assistance Division, Naval Military Personnel Command—This division coordinates the Casualty Assistance Calls Officer (CACO) program which notifies next-of-kin of service members who are reported missing or deceased; provides assistance, guidance and counseling on matters relating to survivor benefits; arranges travel for immediate family members to and from funeral; and also arranges for immediate funeral assistance to surviving spouse or if none, to eligible parent(s).

Family assistance is an obligation which the Navy must fulfill in caring for its own. It is the foundation for the existence of all of these organizations whose sole mission is to help you.

Department of Defense Dependent Schools (DODDS)

Unique is an apt description of the Department of Defense Dependent Schools (DODDS), the only U.S. school system which has schools located around the world rather than around the county and state.

The DODDS system ranks as the ninth largest U.S. school system, counts a student population of approximately 140,000 and has 273 schools located in 23 countries.

Although the schools are located in many parts of the world, the quality of education exceeds the standards set by the North Central Association of Colleges and Schools (NCA). All 57 DODDS high schools are accredited by the NCA. Some DOD elementary and middle schools are now accredited by NCA, and others will be processed for accreditation over the next few years.

The NCA accreditation of DOD schools and a standard curriculum plan permit students a much easier transition period when they return to stateside schools from the DOD schools.

Many dependents' schools offer special education classes for physically or educationally handicapped children, including those with visual and hearing impairment. Remedial reading specialists are assigned to schools to aid teachers in improving student communication skills. DODDS also provide correspondence courses for those students who live in remote areas which have no school facilities.

Dormitory facilities are available at eight of the 57 secondary schools. These schools are staffed with dormitory counselors who are fully qualified instructors and offer substitute-parent supervision to the high school students.

When the students' homes are more than one hour's commuting distance from the schools, students live in the dormitories Monday through Friday. If the students' homes are more than two hours away from the schools, the students live in the dorm for the seven-day week and have vacation breaks at Easter and Christmas.

Where Navy People Can Get Help

Chief of Chaplains (OP-09G)
Department of the Navy
Washington, D.C. 20370
Commercial: (202) 694-4043
Autovon: 224-4043

Navy Mutual Aid Society
Department of the Navy
Washington, D.C. 20370
Commercial: (202) 694-1638

Fleet Reserve Association
1303 New Hampshire Ave., N.W.
Washington, D.C. 20036
Commercial: (202) 785-2768

Navy Relief Society Headquarters
801 N. Randolph St., Room 1228
Arlington, Va. 22203
Commercial: (202) 696-4904
Autovon: 226-4904

Decendent Affairs Branch
Naval Medical Command, Code 332
23rd & E St., N.W.
Washington, D.C. 20372-5120
Commercial: (202) 653-1345
Autovon: 294-1345

Navy Wives Clubs of America
P.O. Box 6971
Washington, D.C. 20032

Navy Wifeline Association
Washington Navy Yard, Bldg. 172
Washington, D.C. 20374
Commercial: (202) 433-2333
Autovon: 288-2333

Navy Family Support Program
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5066
Commercial: (202) 694-1006
Autovon: 224-1006

Department of Defense Dependents Schools (DODDS)
Hoffman 1, Room 152
2461 Eisenhower Ave.
Alexandria, Va. 22331

American Red Cross
National Headquarters
17th & D St., N.W.
Washington, D.C. 20006
Commercial: (202) 737-8300

Casualty Assistance
Naval Military Personnel Command (NMPC-122)
Department of the Navy
Washington, D.C. 20370-5122
Commercial: (202) 694-2926
Autovon: 224-2926

Dependents Education (CONUS & Overseas)
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5066
Commercial: (202) 694-1006
Autovon: 224-1006

Navy Family Ombudsman Program
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5066
Commercial: (202) 694-1006
Autovon: 224-1006

Dependents' Scholarship Program
Naval Military Personnel Command (NMPC-121)
Department of the Navy
Washington, D.C. 20370-5121
Commercial: (202) 694-3355
Autovon: 224-3355

The quality of education at DODDS is often reaffirmed through individual student achievements, teacher recognition for accomplishments in education, and students' test results. Test results consistently indicate that, as a group, DODDS students score higher on achievement tests than a sampling of public school students in the continental United States.

Dependents' Scholarship Program

More than 30 Navy-oriented organizations currently sponsor scholarships or offer aid for study beyond the high school level. Dependent sons and daughters of Navy, Marine Corps and Coast Guard members and former members are eligible for these scholarships or aid.

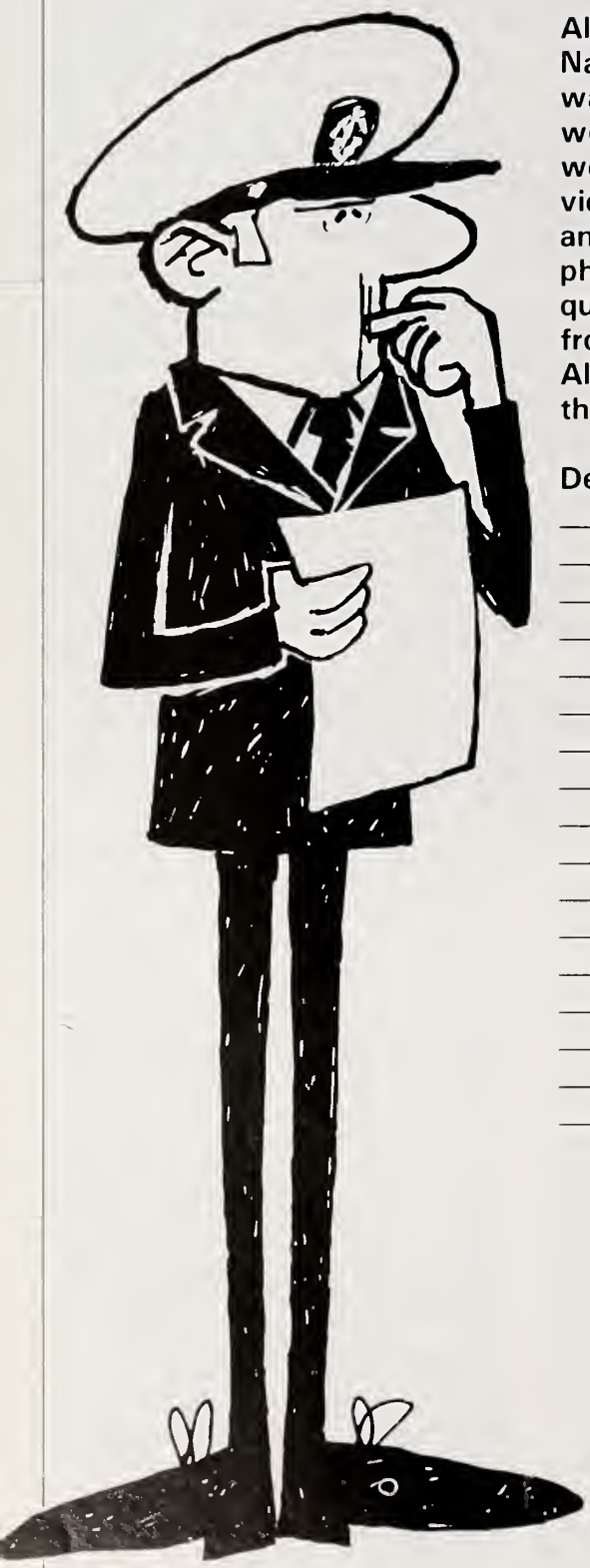
The Naval Military Personnel Command (NMPC-121) administers the Dependents' Scholarship Program, however applications are mailed directly to the appropriate scholarship sponsor. The scholarships, which are funded by sponsoring groups, are usually awarded on the basis of scholastic achievement, character and financial need. Selection committees of the sponsoring groups select and notify the recipients.

The Scholarship Pamphlet (NavPers 15003 series) contains a wealth of information on Dependents' Scholarship Program including requirements for eligibility. The pamphlet and applications are available upon request. Information about the following year's program is usually available in December and the application deadline is April 15.

Another source for educational aid is the Navy Relief Society sponsored Guaranteed Student Loan (GSL). Loans up to $2,500 per year ($12,500 total) are provided for undergraduate study or vocational training. Graduate study loans can be made up to $5,000 per year ($25,000 total or a maximum of $25,000 if loan is undergraduate and graduate combined.) Information, eligibility requirements and applications are available from the Navy Relief Society.

For further information see MILPERS Manual 6210110.

Ask the CNO



All Hands magazine is going to interview the new Chief of Naval Operations, Admiral Carlisle A. H. Trost. The CNO wants to deal directly with the concerns of Navy men and women throughout the fleet. If you have a question you would like to ask Adm. Trost, write it down in the space provided, or in any other form of correspondence you choose, and send it to the address listed below. You may wish to photocopy this form, if several shipmates want to send in questions. Questions to be asked of the CNO will be selected from the most relevant and appropriate questions received at All Hands by 1 Nov. 1986. If you've always wanted to "ask the boss," this is your chance.

Dear Adm. Trost:

"ASK THE CNO"
C/O ALL HANDS MAGAZINE
Commonwealth Bldg., Rm 1046
1300 Wilson Blvd.
Arlington, Va. 22209-2307



A member of Fleet Composite Squadron 5's line crew waits out a Subic Bay rain squall on an A-4 Skyhawk. Photo by PHC Chet King.



Navy Art Collection

"Destroyer Man" by Walter Brightwell

U.S. DEPOSITORY

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MAGAZINE OF THE U.S. NAVY

SEPTEMBER 1986



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Tugboats from port services, Naval Facility Subic Bay, R. P., ease the battleship USS New Jersey (BB 62) into her berth at Alava pier. New Jersey made her first visit to Subic since 1983. Photo by PHC Chet King.

ALL HANDS

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Front Cover: Bathed in the brilliant light of some of the most spectacular fireworks ever, the Statue of Liberty celebrates her centennial. Photo by PH1 Chuck Mussi.

Back Cover: After the party's over, Lady Liberty, newly refurbished, begins her second hundred years of lifting her lamp beside the golden door. Photo by PH1 Chuck Mussi.

Navy Currents

Accrued leave policy

Active duty Navy and Marine Corps personnel now can carry over more than 60 days of accrued leave at the beginning of the fiscal year if they meet certain requirements. Recent revisions to SecNavInst 1050.5B, which governs accrual of leave, dictates that sailors and Marines will not lose excess leave on Oct. 1 under the following circumstances:

- When entitled to hostile fire or imminent danger pay for at least 120 consecutive days;
- When serving in a deployable ship or mobile unit, including Fleet Marine Forces, which deploys and operates away from its home port or home base for 120 consecutive days;
- When serving in a deployable ship or mobile unit homeported or home based outside the 50 United States and which has deployed more than 50 percent of the fiscal year (individual must have been assigned to ship or unit for at least six months of the fiscal year); or
- When assigned other duty which, because of unique operational requirements, precludes normal use of earned leave. □

New smoking policy set

Secretary of the Navy John F. Lehman Jr. recently instituted a new Navywide policy that encourages sailors and Marines to quit using tobacco products, and discourages those not using tobacco from picking up the habit.

The policy does not prohibit tobacco use. Instead, it calls for an awareness campaign that points out the health risks of tobacco use, establishes designated smoking areas afloat and ashore, and separation between smoking and non-smoking personnel in common work areas whenever possible. The policy also places specific restrictions on tobacco use by personnel assigned to initial entry and training points, morale, welfare and recreation facilities and medical/dental treatment facilities.

Specific policy and program guidance is set forth in SecNavInst 5100.13A. □

Career Recruiter Force

The Navy's Career Recruiter Force selection board will meet Dec. 1, 1986, and applications now are being accepted.

Selection criteria will focus on past recruiting performance, with emphasis on effective leadership and management abilities. Those who have completed successful recruiting tours are eligible to apply, if they meet the following criteria:

- Be in paygrades E-6 through E-9.
- Complete at least two years of recruiting duty since December 1981 with a Navy Enlisted Classification—NEC—code of 9585.
- Have at least eight years of active duty naval service as of Dec. 1, 1986.
- E-8 applicants must have zone supervisor experience; E-9s must have chief recruiter experience.

People with nuclear field NECs (335X-339X) should not apply unless fleet reserve eligible. □

POV travel

All military people traveling in privately-owned vehicles on permanent change-of-station orders now can have one day travel time for each 350 miles traveled. Also, the required mileage for an additional day's travel has been increased from 151 to 176 miles. □

CONUS shore-shore transfers

Two new on-station time requirements will extend tours of duty for many Navy men and women planning permanent change-of-station moves, retirement or separation from the Navy in the new fiscal year.

According to NAVOP message 099/86, sailors on continental U.S.—CONUS—shore duty must serve 36 months in the same geographical area before transferring to another geographical tour in CONUS. Exceptions to the policy include spouse co-location, disqualification, CO/XO ashore billets, and transfers from shore to sea, sea to sea, or sea to shore.

Individuals planning retirement or separation from the Navy must remain on active duty to serve 24 months at their duty stations. Exceptions include reassignments to sea duty or to CONUS from overseas, in which case 12 months duty is required. For reassignment to overseas tours, Department of Defense-prescribed area tour lengths and corresponding time on board apply.

These new requirements begin with orders issued after Sept. 30. Sea/shore rotation and minimum activity tour requirements will not change.

For complete information, contact your local personnel support office. □

NFC addition

A new addition to the Navy Finance Center's Rear Adm. Isaac Campbell Kidd Consolidated Data Center in Bratenahl, Ohio, is under construction and slated for completion by April 1987. The expanded area will accommodate increased automatic data processing equipment and administrative personnel.

The center, dedicated in June 1974, is a one-of-a-kind facility in Navy electronic data processing. It was designed as a high security facility dedicated to state-of-the-art ADP and telecommunications applications.

The facility supports the data-processing requirements of the Naval Military Personnel Command, Washington, D.C., and Navy Finance Center, Cleveland, Ohio. □

We've moved!

As a reminder, *All Hands* (and the entire NIRA organization) have moved to Arlington, VA. Our new mailing address is:

All Hands magazine
Commonwealth Bldg., Rm. 1046
1300 Wilson Blvd.
Arlington, Va. 22209-2307

Our new telephone numbers are : (202) 696-6874; Autovon 226-6874. □

ALL HANDS

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NIRA Print Media Division also publishes *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 696-6874; AUTOVON 226-6874 for editorial; (202) 696-6878, AUTOVON 226-6878 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. Other correspondence and submissions to *All Hands*, NIRA Print Media, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.



The Navy comes

As recently as a year or so ago, most people were still hoping the ugly, four-letter word would somehow go away. It didn't. The cavalry didn't come to the rescue. There was no miracle cure. AIDS—Acquired Immune Deficiency Syndrome—became one of the toughest health issues society has ever faced.

AIDS is caused by a virus that attacks the human body's immune system with alarming speed and efficiency. In the worst cases, the HTLV III virus renders its victims defenseless against disease, virtually assuring death.

Dealing with such a deadly and thus far incurable disease has been particularly difficult for the armed forces because AIDS is linked to two of the military's greatest taboos—homosexuality and drug abuse.

Last year, the Department of Defense ordered all service members and new recruits to have their blood tested for the presence of HTLV III antibodies, an indicator of exposure to the AIDS virus.

Officials explained that this screening was necessary because new recruits are vaccinated with live viruses when they enter the armed forces, and service members often are immunized again so they can be safely sent to parts of the world with high rates of disease. These vaccinations could be dangerous because exposure to the HTLV III virus can lead to a failure of the immune system. Such a failure could make people vulnerable to the disease they are being vaccinated against.

Servicemen also may be required to donate blood for direct transfusion in combat situations. Testing for HTLV III antibodies greatly reduces the risk of passing the virus to comrades in arms in those situations.

Testing service members brought each branch of the military face to face with the need for a policy on handling people identified as having been exposed to the AIDS virus. Capt. Richard Curley, former head of the chief of naval personnel's enlisted programs implementation branch, was on the team of medical, legal and personnel experts who worked out the Navy's interim policy on AIDS. According to Curley, it is a policy that not only ensures the safety of the fleet, but also is fair. The policy also had to deal with the many fears people have concerning AIDS—fears that often are unwarranted.

Current medical findings indicate that AIDS is not easy to catch. There are only three known ways in which the AIDS virus can be spread: direct infection of the blood (by transfusion or by sharing contaminated needles); from mother to unborn child; or by having sex with an infected person.

The vast majority of all known AIDS victims are homosexuals or drug abusers. There have been no reported cases resulting from normal workplace contact with AIDS victims or with people in the high risk groups—homosexuals and intravenous drug users. There have been no cases involving health care workers who come in contact with AIDS patients. However, there are recorded cases of the AIDS virus being transmitted through blood transfusions that occurred before the national blood supply was tested and certified free of HTLV III contamination. And doctors have found that the virus also can be transmitted through heterosexual intercourse.

In a letter to the *New England Journal of Medicine*, two Cleveland doctors reported well-documented examples of sexual transmission of the AIDS virus through "straight" vaginal intercourse. They cited the case of a bisexual man who had infected his wife with the AIDS virus. After the husband died of AIDS, his widow later entered into a strictly heterosexual relationship with a next-door neighbor before she also died of AIDS. The neighbor is now infected with the virus and he shows signs of progression toward the full-fledged disease. The virus was transmitted between these three people exclusively through vaginal intercourse.

The Cleveland case is only one of the most clearly documented; there have been reports of increased heterosexual transmission of AIDS in some African and European countries.

"We know that 90 percent of the people in this country who test HTLV III positive are intravenous drug users and homosexuals," said Curley. "But there are some 'innocent' victims, and we had to assume that Navy people are part of that group. We assumed going in that they're in the 10 percent who got it through 'other' means." From the out-

to grips with a dilemma

set, former Chief of Naval Operations, Adm. James D. Watkins, made it clear that the Navy would take care of its own.

"CNO wanted to know how we could ensure that these people were going to receive proper medical treatment; how we could ensure that they would get the counseling they need," said Curley. "His questions were all on confidentiality and sensitivity. He was really concerned about taking care of people as well as we can."

"Fear cannot be banished, but it can be calm and without panic; and it can be mitigated by reason and evaluation."

Vannevar Bush 1890–1974
Modern Arms and Free Men (1949)

To accomplish this, blood samples now are taken from everyone in the Navy and subjected to the "Elisa" test for the HTLV III antibody. If the test is positive, the blood is retested. If the second test registers positive, the blood sample is given a more sophisticated test called a "Western Blot" for final confirmation of the presence of HTLV III antibodies.

HTLV III testing is comparable to taking a tuberculosis skin test—a standard part of a Navy physical exam. A positive test result doesn't mean a person has tuberculosis, it only means the person has been exposed to the disease.

"It's the same thing with HTLV III antibody testing," said Curley. "It doesn't mean a person has AIDS. It doesn't mean the person will ever get AIDS. It means he or she has been exposed to the virus which gives many people AIDS."

Under Navy policy, those who test positive for the presence of HTLV III antibodies will be transferred to one of four Navy hospitals for counseling and evaluation. Doctors will determine if the person's immune system is intact. If so, the person will be assigned duty in the vicinity of the hospital for one year and evaluated again at the end of that time. If his or her immune system remains intact, the Navy hopes to return the person to normal duty status.

If a person's immune system is not intact and shows signs of progressive degeneration, he or she will receive medical treatment and further evaluation, just the same as a cancer patient or other sick person. If it's determined that these people cannot be returned to their normal duty status, then they may be medically retired from active duty. This is the same procedure the military uses for all disabling injuries or illnesses.

Some people argue that the Navy doesn't owe that kind of allegiance to people who are admitted homosexuals or drug abusers. But the instruction outlining Navy policy concerning people who test HTLV III-positive makes it clear that even people in those groups will be somewhat protected.

In essence, the instruction states that those who, during counseling or epidemiological follow-up interviews, admit to homosexual activity or drug abuse cannot be prosecuted based on that information. At the worst, Navy people who, as a result of HTLV III screening, acknowledge homosexuality or drug abuse, can be discharged at the convenience of the government.

"There are a lot of ways to separate people from the Navy other than for convenience of the government," said Curley. "There are other phrases you can use on discharges, but using them meant people lost rights, and they lost benefits. That was wrong, so we didn't do that. We hired these folks—we have to do what's right for them. If we don't do that, we don't belong in this outfit."

By no means is the Navy altering its position against homosexuality or drug abuse. People who are found to be members of those groups by means other than HTLV III screening may still face disciplinary or administrative action. But, as Curley explained, with a new disease like AIDS, "It's important to follow the route of how this thing is passed on from person to person. We don't want to lose that opportunity by prosecuting the people who are trying to help us."

The Navy's emphasis is not only on caring for those who are already sick, but also on getting information out to the fleet, information that will keep the disease in check and avoid undue alarm.

"The hardest part will be convincing people that AIDS is not a disease that is communicated easily," said Curley. "If a shipmate tests HTLV III-positive, it doesn't mean the rest of the crew will become infected. You have to do some heavy stuff to get infected."

With that in mind, the vast majority of sailors in the fleet have nothing to worry about. AIDS is a problem that has to be confronted by the military and the public, but judging by the available facts, it isn't a problem that merits wholesale panic.

"We've moved out with what we consider to be a very sensitive, concerned and realistic approach to the issue," said Curley. "We've informed our people what AIDS is and what it is not. It is not hard to prevent—don't use drugs, don't engage in homosexual activities, and don't have sex with unknown partners. The responsibility is on the individual." □

The Wilkes expedition of 1838-1842

Magnificent

Story by JO1 L. G. Ramsdell

In the early 1800s, the United States was expanding its markets and trade routes on its way to fulfilling its destiny as a world power.

But many of those trade routes went into waters not adequately charted. Commercial interests wanted more information and better maps of southern and western regions.

The idea of a South Seas exploratory voyage found supporters in military, diplomatic and scientific circles. Presidents Andrew Jackson and Martin Van Buren strongly supported the expedition which Congress authorized in 1828. But it was nearly 10 years later, after numerous arguments and controversies over who would command, how many ships would be sent, and what the expedition's goals ought to be, that six vessels of the United States Exploring Expedition finally set sail, under the command of Lt. Charles Wilkes.

The ships sailed from Norfolk on Aug. 18, 1838, with 490 officers and crew, 35 Marines, nine "scientific gentlemen" and a taxidermist aboard. Before they returned to New York in June 1842, they had sailed 87,000 miles. In the process, the expedition:

- surveyed 280 islands;
- prepared more than 200 nautical charts;



U.S. Exploring Expedition commander Lt. Charles Wilkes. Portrait by Thomas Sully.

Voyagers

• discovered the location of the south magnetic pole;

• confirmed the existence of the continent of Antarctica;

• established the United States as a naval presence in the Pacific;

• asserted United States interests in the Oregon Territory;

• opened a new trade route to China; and

• signed the first American diplomatic and trade agreements with Samoa and Fiji.

In addition, the explorers had gathered tens of thousands of botanical, zoological, geological, and anthropological specimens which eventually required the establishment of a national museum to house such scientific treasure—the Smithsonian Institution.

Aside from its enormous accomplishments in charting, discovery, and natural science, the "U.S. Ex. Ex." is also notable as America's first government-sponsored scientific voyage, and as the last major circumnavigation of the globe under sail.

Only two of the original six ships completed the voyage: *Vincennes*, the flagship, a sloop-of-war of 780 tons, and *Porpoise*, a 224-ton gun-brig.

The squadron's 468-ton storeship *Relief* proved too slow to keep pace with the other ships and was sent home after a year. The 680-ton sloop-of-war *Peacock* was under command of Lt. William Hudson, Wilkes' second in command for the expedition; she was wrecked at the mouth of the Columbia River, in the Oregon Territory, in July 1841.

Wilkes purchased a merchant brig, which he renamed *Oregon*, as a replacement for *Peacock*; she completed the voyage in company with *Porpoise*.

The two smallest vessels were former pilot boats, the 110-ton *Sea Gull* and the 96-ton *Flying Fish*. Each carried a crew of 15. *Sea Gull* was lost with all hands early in 1839 somewhere between Tierra del Fuego and Valparaiso. The *Flying Fish*, considered by Wilkes as unlikely to survive the homeward journey around the Cape of Good Hope during the hurricane season, was sold at Singapore in 1842.

Wilkes was a very junior lieutenent; even Hudson was senior to him. However, Wilkes had a better background in the physical sciences than any other officer in the Navy. He had spent six years in the United States Coast Survey Service learning triangulation and had trained himself rigorously in mathematics, astronomy, meteorology, and geomagnetism.



This Hawaiian hawk was sketched by expedition naturalist Titian Peale.

As the expedition's commander, Wilkes was determined that the voyage should reflect credit not only on his nation but particularly on his beloved Navy. He was indignant at the idea of employing civilian "scientific gentlemen" to undertake observations and collection of specimens. Wilkes asserted that any competent naval officer could do as well with a few months' preparation. In the end, however, he accepted a corps of nine trained civilians: two artists, two botanists, two naturalists, a conchologist, a philologist, and a mineralogist.

Wilkes' imperious, sometimes dictatorial leadership often rankled his subordinates. But he won their grudging cooperation through his single-minded devotion to the success of the expedition.

After rounding Cape Horn, South America, four ships of the expedition made two forays into Antarctic waters. The first attempt, in 1839, was cut short by unexpedtedly severe weather. The second, launched from Sydney, Australia, in 1840, proved more successful. The *Vincennes* surveyed more than 1,200

miles of Antarctic coastline, thereby confirming the existence of a continent at the South Pole.

The *Flying Fish*, inadequately equipped and provisioned, accomplished little and sailed north again with most of her crew ailing. The *Peacock* had her rudder disabled in a collision with loose ice, and she drifted stern first into an ice mountain with enough force to splinter her bulwarks and spanker boom and throw the men flat on the deck. Too badly damaged to continue, she returned to Sydney for repair and refitting.

The squadron's next destination, the islands of Fiji, proved in many ways to be the most important stop for the explorers. The Fijian chain was nicknamed the "Cannibal Isles" because, according to a popular saying of the time, "the reefs ate the ships and the islanders ate the crews." Some of the Fijians believed that anything that washed ashore—driftwood, boats, whole ships and their crews—was to be considered an offering to the gods and sacrificed as such. Part of Wilkes' mission was to make diplomatic contact with the Fijians and reach an agreement with the chiefs of the various islands that shipwrecked American sail-



ors would be aided, not sacrificed.

The chief at Ovalau received them graciously and staged a *meke-wau*, or warriors' club dance, to welcome them. At the end of the dance, the war clubs used in the dance were presented to the Americans. Two masks used in the dance were also acquired, along with other ornaments, religious images, ritual items and articles of native dress—about 1,200 artifacts in all. This collection of anthropological and ethnographic objects now is considered one of the most important Fijian collections in the world.

At about the same time, Hudson, in the *Peacock*, had "collected" a live cannibal. This was Vendovi, brother of the king of Viti Levu. Vendovi was known to have led a murderous attack on the crew of an American merchantman in 1834 and freely admitted his role in the incident, explaining that he was only following the customs of his people. Hudson decided to take him to visit the United States and then, after Vendovi was suitably impressed with the greatness of the United States and its people, Hudson planned to return him to Fiji to spread this enlightenment among his countrymen.

Vendovi was given the freedom of the ship once they were out of Fijian waters. Transferred to the *Vincennes*, he became fast friends with the ship's interpreter and trading master, Benjamin Vanderford, the only man aboard who could speak Fijian.

The most tragic incident of the voyage occurred during the Fiji visit. Normally when parties went ashore for surveying or collecting they would keep an islander hostage aboard their boat to prevent hostilities. On one occasion the hostage escaped, triggering an attack by a group of Fijians who had been observing the activities of the shore party. The lieutenant in charge, Joseph Underwood, was killed, along with Midshipman







Expedition artist Alfred Agate sketched the Fijian warrior Vendovi; Wilkes himself is credited with these Antarctic views of USS Vincennes in Disappointment Bay, and its crew exploring an ice island.

Wilkes Henry, the only son of Lt. Wilkes' widowed sister.

After the bodies were recovered and buried, Wilkes launched a retaliatory attack on two villages, destroying gardens and livestock and killing about 80 inhabitants. The explorers then struggled on to Hawaii, where they arrived some five weeks later, low on provisions and water, the ships in disrepair and alive with cockroaches.

Three years into the voyage and well behind schedule, Wilkes now faced the prospect of all-but-crewless ships as many of the men's enlistments expired. Some re-enlisted out of a sense of duty; some were persuaded to sign up again with promises of bounties and extra pay; others were persuaded when faced with the prospect of being stranded in a foreign port with no means of returning home.

While in Hawaii, Wilkes led some officers and crew members of the *Vincennes* in a winter ascent of the dormant 13,800-foot volcano Mauna Loa in order to make meteorological observations and take surveys. Housed only in tents, they spent three weeks in sub-zero temperatures, battered by howling winds. "I will not say I never saw it blow so hard," wrote one climber, "but I never saw it blow any harder." The ruins of the lava walls they built to keep their equipment from being blasted off the peak are the only physical evidence of the Wilkes expedition remaining in the Pacific today.

From Hawaii they sailed to the Pacific Northwest where high surf and strong currents at the mouth of the Columbia River drove the *Peacock* onto a sand bar so hard that nothing would bring her off again. The crew, abandoning ship at the last possible moment, had to watch from the shore as the surf pounded her to pieces. Wilkes immediately set to work outfitting the *Oregon*.

Meanwhile, one overland party went upstream to map the Columbia River while another set off southward to San Francisco. The Columbia River map was later to prove the most important of the entire expedition; when joined with maps produced by later expeditions to the Rocky Mountains, it provided for the first time a geodetic baseline for the western territories of the United States.

The squadron returned in July of the following year to a cool reception. The new administration under President Tyler was not inclined to accord any great importance to an enterprise launched by President Van Buren. There was also a flurry of charges and countercharges filed by Wilkes and his officers against one another. This tarnished what should have been a glorious homecoming and for some time obscured the considerable accomplishments of the expedition. Most of the charges were eventually dismissed, but Wilkes received a public reprimand for giving excessive punishments to some of his men.

On the homeward journey, the Fiji chieftan Vendovi caught a cold, which lingered for months. Then his friend Vanderford died, and Vendovi's health went into a rapid decline. When the *Vincennes* reached New York, he was immediately taken to the naval hospital, but he died a few hours later.

Wilkes spent the next several years supervising the sorting and cataloging of the thousands of specimens which the expedition had accumulated. He was also preparing the 19 volumes of publications which were to be America's "scientific Declaration of Independence." Wilkes wrote the five-volume *Narrative*, the first volumes to be published.

The other publications, on philology, botany, zoology, and geology, included descriptions of hundreds of new species and observations of geophysical processes which had not been available before.

Despite the hardship, disappointment and controversy, the Wilkes expedition fulfilled its mission. American merchants and seafarers now could make their way more easily in strange waters and distant lands, and American scientists could boast of major contributions to the world's knowledge of some of the most exotic regions. □

Ramsdell is a member of NIRA Det 206, Washington, D.C., and a docent for the "Magnificent Voyagers" exhibition at the National Museum of Natural History. Artwork courtesy of Smithsonian Institution.

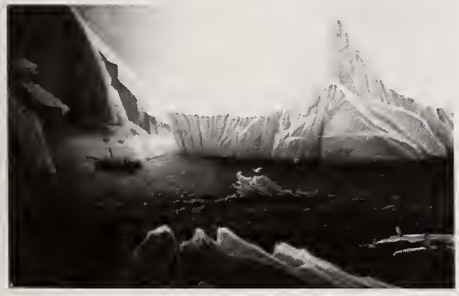


Two officers died in an unprovoked attack by Fijian islanders at Malolo.

'Voyagers' tour U.S.

"The Magnificent Voyagers" is a major exhibition organized by the Smithsonian Institution's National Museum of Natural History, Washington, D.C., in celebration of the museum's 75th anniversary. The Smithsonian Institution Traveling Exhibition Service will circulate the exhibition according to the following schedule:

Through Nov. 9, 1986, National Museum of Natural History, Washington, D.C.
Feb. 7—May 3, 1987, Indiana State Museum, Indianapolis.
June 6—Aug. 30, 1987, Los Angeles County Museum of Natural History.
Oct. 3—Dec. 27, 1987, Washington State Historical Society, Tacoma.
May 28—Aug. 21, 1988, Anchorage Historical and Fine Arts Museum, Alaska.
Sept. 24—Dec. 18, 1988, American Museum of Natural History, New York City.
Jan. 14—April 2, 1989, Peabody Museum, Salem, Mass.





The "Magnificent Voyagers" exhibition recreates the Fijian warriors' club dance, and includes a mural of USS Porpoise cruising in Antarctic waters, along with other memorable artifacts. Photos by JO1 L. G. Ramsdell.

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Sailors of the year

Special ceremonies honoring the U.S. Navy's 1986 Atlantic, Pacific, Shore and Reserve sailors of the year took place July 17-25 in Washington, D.C.

Recognition of the sailors began with an expense-paid trip for them and their families to Washington, D.C.

The SOYs and their families then began a red-carpet, chauffeured tour of the nation's capital. The week of honor also included a theater performance, banquets and dinners in their honor, a press conference, and the opportunity for the celebrity sailors to spend free time about town with their families.

They saw all the sights: Arlington Cemetery, the U.S. Capitol, the Pentagon, the White House. The group also had office calls with such dignitaries as: the master chief petty officer of the Navy, their respective congressmen, and the

The sailors... their jobs.



Atlantic Fleet 1986 Sailor of the Year
AE1(AW)
David G. Knauth
Helicopter Anti-Submarine Squadron Light 32, Norfolk, Va.

"I've been in leadership positions ever since I came in the Navy, even in my junior ranks. I didn't just fall into the positions, I earned them. By doing a good job as a worker you're not going to remain a worker very long; you're going to move up in the ranks and become a leader because someone is going to notice you have potential."



Pacific Fleet 1986 Sailor of the Year
ET1(SS)
Karl A. Lado Jr.
Naval Technical Training Center, Corry Station, Pensacola, Fla.

"There are two halves of a chain of command, the upper half and the lower half. What I like to keep in mind is that the most important half—to me—is from me down. If you can keep the guys that are working for you content, feeling good about their jobs, and productive, then everybody above you is going to fall right into place. So from you—the leader—on down is the most important part."

vice president of the United States.

In a ceremony later in the week, the four sailors met with the Chief of Naval Operations, Adm. Carlisle A. H. Trost, who awarded each sailor a Navy Commendation Medal.

Then, in an advancement ceremony hosted by the CNO, all four sailors were meritoriously advanced to chief petty officer.

The fun didn't end when the SOYs left Washington. They were given a week of rest and relaxation anywhere in the continental United States, courtesy of the Fleet Reserve Association, to help them recover from their week of honor. □

—Story by PH1 Chuck Mussi



Photo by PH1 Chuck Mussi

The 1986 sailors of the year were all smiles during their visit to Washington, D.C., this summer.

their ideas



Shore 1986 Sailor of the Year
QM1(SW/DV/PJ)
Keith T. Williams
Explosive Ordnance Disposal Training and Evaluation Unit 2,
Fort Story, Va.

"I look back when I was a third class petty officer, and I look at the stages I went through. I can sit back now and see how I was given the opportunity to accept responsibility; to take on a job and see it through to completion. Now, making chief, I'm in a position where I'm going to be able to utilize my leadership and supervisor abilities. But I'm going to still be learning also."



U.S. Naval Reserve 1986 Sailor of the Year
AT1
Gordon R. Johnson
Aerial Refueling Squadron 20,
Alameda, Calif.

"Personal example is the best element of good leadership, quite frankly. I think everybody responds differently to different kinds of leadership, but I still believe personal example is the best. If you're a first class petty officer, and you don't have a proper stencil on your dungarees, then it's hard for you to tell some third class that he should get a stencil on his dungarees."

The Log Book

"What's past is prologue." To keep us mindful of our past, to help keep the present in perspective and to give some insight into the future, All Hands *presents a short review of articles that appeared in previous issues.*

10 YEARS AGO—September 1976

• USS *Tarawa* (LHA 1), lead ship in the Navy's new class of amphibious assault ships, officially joined the Pacific Fleet when it arrived at its new home port, San Diego. *Tarawa* passed through the Panama Canal on its journey from Pascagoula, Miss. *Tarawa* was the largest ship able to make that passage at the time.

20 YEARS AGO—September 1966

• USS *Kitty Hawk* (CVA 63) and USS *Pyro* (AE 24) claimed the record for transferring ammunition, surpassing the previously set 1955 record of 198 tons per hour by USS *Oriskany* (CVA 34) and a support ship. *Kitty Hawk* and *Pyro* transferred ordnance at the rate of 219 tons per hour. Two days later, they broke their own record when they transferred ordance at the rate of 238 tons per hour.

• The first of six planned personnel rescue vessels were ordered by the Navy and were scheduled to be completed by 1968. This step marked the first phase of the development of an operational submarine location escape and rescue system, under the direction of the deep submergence systems project. In a rescue situation, the vehicle would be capable of operating from a surface ship or carried on the deck of a nuclear submarine, permitting it to operate in any kind of weather or under the ice.

40 YEARS AGO—September 1946

• Tests were under way at NAS Patuxent River, Md., on the new XOSE-1 scout plane, built to operate from battleships and cruisers. The plane was designed for the Navy "from the floats up" by Edo and was capable of low speed landings in rough water. It had a top speed of more than 200 miles per hour, and with a drop tank, could remain in the air for six to eight hours. Gas tanks were bullet-proof and the pilot area completely armored. The plane carried radar, smoke screen ejectors, depth charges and was armed with two fixed .50-caliber machine guns.

• By joint agreement, the Navy and Army Air Forces adopted the knot as the standard aeronautical unit of speed and the nautical mile as the unit of distance. The use of the knot, equivalent to one nautical mile per hour, facilitates plotting of planes' tracks on aeronautical and nautical charts. □



On its way to joining the Pacific Fleet, Tarawa was the largest Navy ship to transit the Panama Canal.

Nuclear-powered Guided Missile Cruiser (CGN)

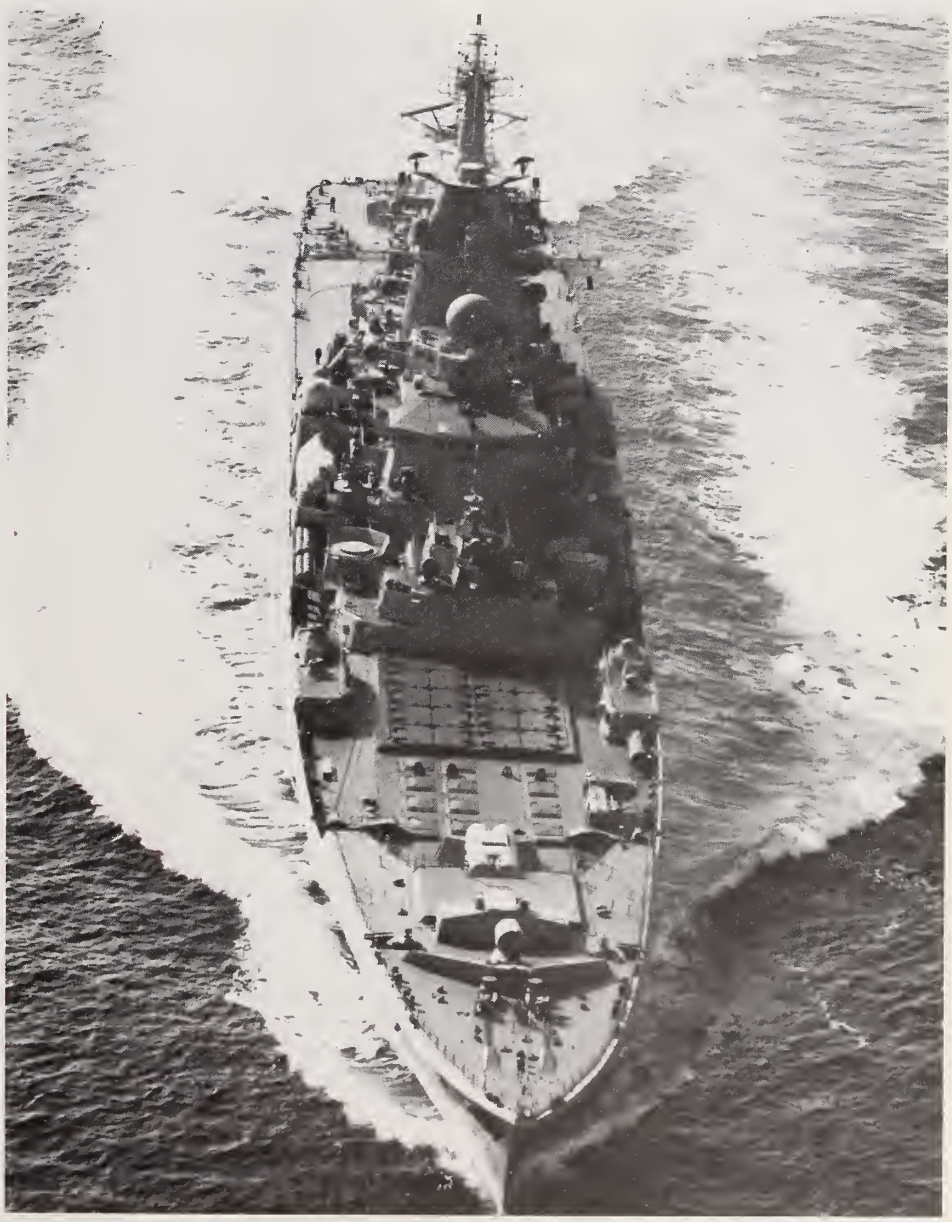
KIROV Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands *will continue to describe the ships of the Soviet fleet and provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*

KIROV CGN



Displacement: 28,000 tons.
Length: 248 meters (814 feet).
Propulsion: Nuclear with fossil-fuel supplement; more than 32 knots.
Main armament: 20 SS-N-19 cruise missiles; 12 SA-N-6 SAM launchers; two twin SA-N-4 SAM launchers; one twin SS-N-14 ASW/SSM missile launcher with reloads; two single 100mm DP gun mounts; one twin 130mm Frunze gun; eight single 30mm Gatling guns.
Aircraft: Three *Hormone/Helix* helicopters with elevator and hangar deck aft.



The *Kirov* is the Soviets' first nuclear-powered surface warship. After Baltic Sea trials in the summer of 1980, *Kirov* joined the Northern Fleet. This is the largest warship (other than aircraft carriers) built in the world since the end of World War II.

Besides its large and varied weapons fit (which also includes torpedoes and ASW rockets), this ship is equipped with a vast array of electronic sensors and equipment, including a large variable depth sonar, which is trailed from the stern.

It is armed with the SS-N-19 cruise missile and the SA-N-6 long-range SAM system for anti-ship and anti-air warfare missions. The weapons fit on the second *Kirov*-class ship is reportedly extensively modified from those of her sister ship and include 16 vertical-launch tubes for a new point defense SAM. Construction of a third unit of the class continues at the Baltic Yard in Leningrad. □

Back in time with the

Star of India

The square-rigged bark *Star of India* is a skeleton of masts and rigging as it rests, sails furled, alongside San Diego's Broadway Pier. The complete tranquility is broken when the 122-year-old merchant ship, a maritime museum, hosts its visitors.

But it's when the ship's crew scrambles up the masts to set sail that the 205-foot bark is reborn as a living symbol of the past. A shout comes from atop the foremast, "Ahoy on deck!"



Crewmen and visitors lose sight of their 20th century surroundings—the towering San Diego skyline and the aircraft carriers in port across the bay—as they crane their necks and shade their eyes to watch their vessel awake. Its barren profile takes on dignity and power as sails unfurl one by one: first the mainsail, then the lower topsail, upper topsail, topgallant sail, and finally the royal.

Standing 170 feet above the waterline in the ship's crosstrees is Boatswain's Mate 1st Class Chris M. Mitchell. An instructor at the Assault Boat Coxswain School, Naval Amphibious Base, Coronado, Mitchell spends his weekends as captain of the merchant ship's top foremast. He is as much at home on the square-rigger as he is on an 80,000-ton carrier.

"I work directly with the foremast captain in setting and furling the sails," said the 25-year-old sailor. "I'm responsible for the upper yards when I'm aloft, and down on deck I'm responsible for furling the sails for the foremast."

Mitchell worked his way up from the deck planks to the royal and topgallant



sails after he walked on board "dryfoot" in June 1985. He said his year of training aboard *Star of India* taught him more than just the names of sails and lines.

"Teamwork, discipline and physical fitness are the three characteristics of a good sailor," Mitchell said. "Without any one of those three, the chain is broken."

The chain held last spring when the *Star of India* and its crew of "good sailors" took a day's voyage into San Diego Bay, around North Island and past Ballast Point before returning to the Broadway Pier. The cruise marked the first time since November 1984 that the bark had put to sea, and thousands of people lined the shore along the route to watch the sailing ship at work.

As he sat high above the deck, Mitchell saw an uninvited guest aboard—a dove perched on the royal yard. "It stayed with us for a good 20 minutes while we came out around by Ballast Point. To us, it was a good sign," he said.

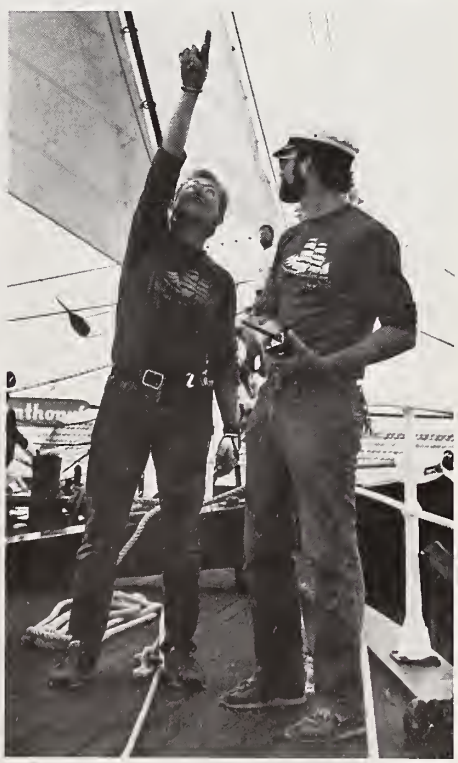
To Mitchell, the dove suggested the spirit of the men who climbed the *Star of India*'s rigging in her glory days. "It was like there was something there that told you where to put your hands. It may have been all the old salts who used to sail, it may not have been. It's hard to say."

Mitchell said he felt an emptiness and a longing to sail again as the voyage came to an end. "Sailing with the *Star of India* is more than addictive. The longer you stay up there (in the rigging), the less in touch with reality you become. You slip into the past, and it's utopian . . . it doesn't get much better." □

—Story and photos by
JO2 David Masci,
NIRA Det. 5, San Diego



BM1 Chris M. Mitchell spends most weekends aboard the Star of India, where he has worked his way up to captain of the vessel's top foremast.



Liberty Weekend

The Big Apple hosts the 'biggest party ever'

NEW YORK—Just about everyone has his own definition of liberty, but for Navy men and women liberty usually means one thing—a good time ashore.

And a good time it was for an estimated 17,000 sailors in New York City this past Fourth of July as they celebrated Liberty Weekend '86, a four-day gala marking the centennial and rededication of the Statue of Liberty.

Billed as the biggest party ever thrown in the United States, the salute to the newly refurbished Lady Liberty was a visual and aural delight that offered something for just about every taste imaginable. Highlights included:

—An international fireworks spectacular that showered New York Harbor and Manhattan's world-famous skyline with 30 minutes of sparkling color;

—A parade of sail through New York Harbor in which more than 250 tall ships and small sailing vessels representing 30 nations saluted Lady Liberty;

—A three-day harbor festival on the scale of a "weekend World's Fair" that turned Manhattan's Lower East Side into a gigantic block party, complete with crafts, food and performances showcasing a smorgasbord of ethnic backgrounds; and

—A variety of concerts and shows during which Liberty Weekend revelers were treated to blockbuster performances by the New York Philarmonic Orchestra, Liza Minelli, Whitney Houston, Patti LaBelle, Frank Sinatra and many other headline entertainers.

But the event that brought so many sailors to New





As evening settles in, sailors on board USS John F. Kennedy (CV 67) and spectators on Governors Island await the the rekindling of Lady Liberty's torch.



Photo by PHC Claude Z. Sneed



York for Liberty Weekend was International Naval Review 1986—a ceremonial inspection of Navy ships and warships of invited nations by the U.S. Commander-in-Chief. Hosted by the Navy, it was only the fifth such event ever held in the United States.

On the morning of July Fourth, President Ronald Reagan and his wife, Nancy, boarded USS *Iowa* (BB 61), the official reviewing vessel for the ceremony. Accompanied by Secretary of the Navy John F. Lehman Jr., President Reagan inspected 33 warships representing 13 nations from a special platform atop *Iowa*'s forward gun mount.

The anchored vessels—each fully dressed with a rainbow of colorful flags and pennants hoisted from bow to stern—rendered full honors, including 21-gun salutes, as *Iowa* steamed slowly down the Hudson River and through New York Harbor.

For the thousands of cheering people who lined the shores of New York Harbor and millions of others who witnessed the International Naval Review on network television, it was a stirring, once-in-a-lifetime sight.

Iowa, USS *John F. Kennedy* (CV 67), USS *Bonefish* (SS 582), USS *Boulder* (LST 1190), USS *Dahlgren* (DDG 43), USS *Emory S. Land* (AS 39), USS *Moinester* (FF 1097), USS *Mount Whitney* (LCC 20), USS *Nashville* (LPD 13), USS *Platte* (AO 186), USS *Yorktown* (CG 48), USS *Scott* (DDG 995) and USNS



Range Sentinel (T-AGM 22)—joined by warships from Brazil, Germany, France, Honduras, India, Ireland, Jamaica, Japan, Morocco, Netherlands, Norway and the United Kingdom—made for an impressive display of sea power.

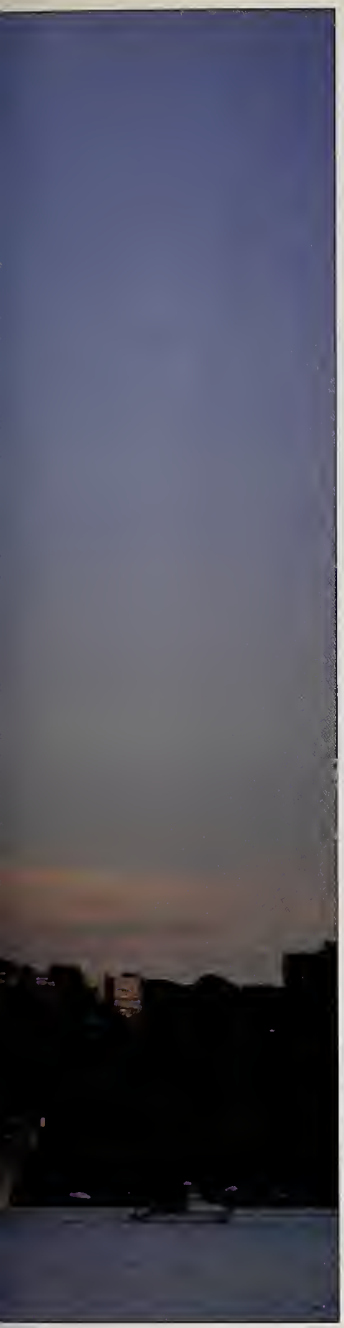
"Seeing all these ships in the harbor gives you a helluva good feeling," said Russ Peterson of Bethlehem, Conn. "It gives you a sense of security just knowing that they're there."

Carmelo Mallia, an emigrant from Malta who now works in Manhattan, also got a good feeling from seeing the Navy in New York.

His son, Lance, is a seaman aboard *Mount Whitney*, one of the ships that participated in Liberty Weekend festivities, but that wasn't the only thing that drew Mallia to see the fleet on display.

"American sailors have always had a special place in my heart," said Mallia, his English still flavored by a rich Mediterranean accent. "Navy ships saved Malta during World War II. They brought us oil and supplies, which gave us more time to fight. Without the Navy we would have given up to the Nazis."

Like Mallia, thousands of spectators—each with a reason of his own—came to Manhattan's Battery Park and other viewing locations around the harbor to get a glimpse of the Navy. Some were riding the new wave of patriotism that has been sweeping the country. Others wanted to see the Navy that had







Sailors man the rails of USS Iowa (BB 61) as the battleship graces New York Harbor with President Ronald Reagan and first lady Nancy Reagan on board.



Photo by JO2 Lynn Jenkins

recently made headlines with dramatic strikes against terrorism. Whatever the motivation, everyone in New York for Liberty Weekend seemed to welcome the fleet with open arms.

"It's been a long time coming, but people have a lot of respect for the Navy now," said Bill O'Connel, an apprentice electrician at the Brooklyn Navy Yard during World War II who now lives in Mount Vernon, N.Y.

Matt Walsh, a native New Yorker whose father served aboard USS *New Jersey* (BB 62) during the Korean War, agreed. "I'm a child of the '60s," he said, while viewing the activities in the harbor. "I recall long hair and peace symbols, but let's face it, times change."

If times have changed, they have changed in favor of sailors. Cmdr. Bruce Weinert, a Vietnam veteran who is now a Navy reservist, said that 15 years ago people would have been "throwing things" at the military. Now the public reaction is just the opposite.

"It makes you proud to be an American," he said of the warm reception the Navy received during Liberty Weekend. "I'm just really impressed."



The Goodyear blimp and the Navy recruiting balloon have bird's-eye views of the display of foreign and domestic sea power during International Naval Review 1986.



Photo by PHC Claude Z. Sneed

A tugboat's colorful spray signals the arrival of sailing vessels from around the world, among them, USCGC Eagle (WIX 327).



Photo by JO1 Lee A. Bosco



The sailors on the receiving end of Liberty Weekend hospitality couldn't help but be impressed either. When thousands of men and women in the summer-white uniforms of their respective navies poured into the city for a taste of the "Big Apple," they were treated to a weekend they won't soon forget.

Response to a "dial-a-sailor" program was so great that there weren't enough available sailors to keep up with the number of people wanting to treat them to a home-cooked meal or a night on the town. It seemed everyone in New York wanted to show sailors a good time.

Throughout Liberty Weekend, sailors swapped stories about how it seemed their money was no good in a city so often characterized as cold and uncaring.

"You can't pay for a beer, can't pay for a cab. It's great! It makes you prouder to wear the uniform," said Lt. Bob Huddleston, who is on the staff of Commander 2nd Fleet embarked in *Mount Whitney*.

Sailors were showered with free tickets to Broadway shows, and the New York Mets baseball team declared Navy Day at Shea Stadium, with free admission and a barbecue picnic for sailors in uniform.



Photo by JO2 Lynn Jenkins

Many of the city's trendiest night spots also went out of their way to make sailors feel welcome.

The New York Palladium, one of the most popular discotheques in the city—and one of the most difficult to get into—gave 17,000 passes to the International Naval Review committee for distribution to sailors.

"We had close to 10,000 sailors in that week," said Nancy Friedman, a spokeswoman for the Palladium. "People at the Palladium aren't used to seeing so many sailors in uniform. The enthusiasm of the weekend was infectious."

The special attention sailors received made a lasting impression on many of the young Liberty Weekend participants. "It's kinda like they're giving us a pat on the back and saying 'yeah, you're doing a helluva job,'" said Airman Apprentice James Perry, while taking a break from the action on the Palladium's dance floor. "People are going to be talking about this for years and I can say 'I was there.'"

A sailor probably couldn't have chosen a better Fourth of July liberty port than New York, but what does the Navy get out of participating in an event like this?

Liberty Weekend officials estimate that 13 million people were in New York for the celebration. Visiting U.S. warships was high on the list of things to do for many of the people soaking up the sights and sounds of Liberty Weekend.

"Over 8,000 potential recruits visited our ships," said Rear Adm. Richard E. Young, chairman of the International Naval Review committee. He also said that thousands of visitors had crossed the teak deck of battleship *Iowa* during two days of open house.

The full impact of the Navy's participation in the Statue of Liberty's centennial celebration may never be fully determined, but judging by the mood during Liberty Weekend it's clear that the Navy made an excellent impression.

"I spent eight years in the Air Force, but I really love the Navy," said George Piller, a retired New York City policeman waiting in line with his family to tour *Iowa*. "These guys do a lot for us, but it works both ways. I'd love to see them get that Staten Island thing," he said, referring to the proposed homeporting of a surface action group in the harbor.

Over at Shea Stadium, 3,000 U.S. and foreign



Photo by PHC Claude Z. Sneed





Photo by JO1 Lee A. Bosco

From Giant's Stadium in the New Jersey Meadowlands to the sidewalks of New York, celebrants display their patriotism with imaginative salutes to the Statue of Liberty.



Photo by JO2 Lynn Jenkins



sailors, who took advantage of free tickets to a baseball game between the New York Mets and Houston Astros, received a thunderous standing ovation. As the applause finally died down, Sonny Barrett, a World War II veteran and groundskeeper at the stadium for 23 years, explained the crowd's reaction: "People think it's just wonderful to have them here in the Big Apple."

In the armed forces recruiting office in Manhattan's busy Times Square, prospective recruits telephoned or dropped by for information on the Navy. Although the Navy recruiter-in-charge didn't want to speculate on whether the fleet's presence in New York would have a positive impact on recruiting in the area, at least one native New Yorker thought there might be a connection.

"These guys see how people have been treating sailors in uniform and they're impressed," said Electrician's Mate (SW) 2nd Class Vincent Delvalle, who was on temporary recruiting duty in his hometown.

"There have been a lot of good experiences and I kinda hate to see it end," said Adm. Young. "Forget all the publicity and the recruiting. I think just having the opportunity to participate in such an event was great." □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Chuck Mussi



Keeping the Navy in shape

Fit for life

The Navy wants people to get fit for duty—in every way. The semi-annual physical fitness tests are coming, and command fitness coordinators (CFC) are spreading the word on getting—and staying—in shape.

The Naval Military Personnel Command's Special Assistant for Health and Readiness division sponsors week-long workshops on the East and West coasts and overseas to train CPR-certified CFCs in physical fitness principles and techniques.

People designated as CFCs may range from lieutenant commanders to third class petty officers, all with the same goals in mind—to learn how to correctly implement the physical readiness program, administer the Physical Readiness Test (PRT), and to assist those who want help to get in shape.

The workshop is anything but an easy week away from the office.

The morning sessions concentrate on exercise physiology, anatomy, safety and body composition. The afternoon covers measuring body fat, applying classroom principles and conducting parts of the PRT. Students are given a written test and practicum at the end of the week to sum up the mini-course. If they pass, students are certified by the American College of Sports Medicine (ACSM) as exercise leaders/Navy. Physicians also earn 27 continuing education units.

The traveling "teachers" conducting the workshops are a lieutenant commander aerospace physiologist and two civilian-contracted exercise physiologists.

- Lt. Cmdr. Bob Moynihan, Medical Service Corps, works at the Navy Alcohol and Rehabilitation Center, Norfolk, Va., which provides technical support to NMPC through its health and physical readiness department.
- Dr. Paul Davis, the president and founder of the Institute of Human Performance, Langley Park, Md., is an expert in the area of physical standards. He's certified with the American College of Sports Medicine as a program director.
- Dr. Dalynn Badenhop, director of Cardiac Rehabilitation for the Charlotte Institute for Health Promotion, Charlotte, N.C., is certified by ACSM as an exercise specialist and exercise program director.

These workshops are in support of the CNO's personal excellence program on education, ethics and health promotion. Cmdr. Stuart Stebbings is the head of the health and physical readiness division, which also directs programs on weight control, nutrition education, smoking education and prevention, high blood pressure identification, stress management, alcohol/drug abuse prevention, and lower back injury prevention.

Stebbings said NMPC's intention is to educate the active duty Navy community, retirees, families, reservists and civil service employees on the importance of healthy lifestyles. In FY 87, there will be 20 workshops on physical fitness and a correspondence course to accelerate the training of CFCs.

Your command fitness coordinator can guide you on your own fitness program so you can get ready for the PRT, but you have to want to do it. Don't wait until the last minute to get in shape. Exercise regularly. You perform better when you're fit. □

—Story and photo by Candace Sams



There's help in the war against fat.

You can prevent high blood pressure

Anyone can have high blood pressure—young or old, black or white, male or female. Although the likelihood of getting it increases steadily with age, children also can be afflicted. It's one of the major risk factors in developing heart disease, a stroke or kidney disease—yet nearly half of 58 million Americans with high blood pressure don't even know they have it. Clearly, every person should take an interest in reducing his or her own chance of falling prey to the "silent killer."

"How?" you may ask, while eating your favorite barbecue sandwich and chips for lunch. Start by adjusting your eating habits and scheduling more exercise time for yourself. These two lifestyle changes could keep you from becoming another statistic.

Since obesity, lack of exercise and excess sodium are associated with high blood pressure, according to American Heart Association studies, here are some tips on what you can do for yourself:

• Cut down on your sodium intake! Stay away from high salt, processed foods such as: pickles, olives, luncheon meats, hot dogs, fast foods, chips, dips, pretzels, canned soups and barbecue sauce, chili sauce, soy sauce, and steak sauce. Some people feel salt-free foods have less flavor, so try these flavor-enhancing substitutes: lemon, lime, garlic, curry, oregano, and pepper—very tasty and low in sodium.

• Exercise regularly! Start off with a suitable warm-up period before doing 20 minutes of continuous aerobic exercise such as swimming, aerobic dancing, rope jumping or jogging. When finished with the 20-minute workout, be sure to have an adequate cool down period; walk around for a few minutes before stopping completely. Aerobic exercise will benefit your heart and help your bones, joints and lungs. Exercise will help control body weight, blood sugar, stress and improve emotional stability. Exercise also will help you keep your blood pressure where it belongs.

Do yourself a favor and adopt a healthy lifestyle: improve your diet and get regular exercise. Keep yourself fit for duty and avoid becoming another high blood pressure statistic. □

—Story by Candace Sams

Eat right—stay fit

Does your belt buckle point to your toes? When you pinch for an inch, do you get a foot of flesh?

If the answer is "yes" to these questions, you need to lose weight. To do so, you have to make permanent lifestyle changes; crash diets and quick fixes don't work and don't last. Here are six ideas from Naval Military Personnel Command you can live with:

1. Eat slowly.

Plan enough time to eat.

Put down your fork between bites.

Take a break during the meal.

2. Control times, places and activities that trigger your eating.

Eat at set, regularly spaced times to reduce hunger.

Eat in one place.

Don't eat while watching TV or reading.

3. Control moods, thoughts, and people that trigger your eating.

If you're bored, depressed or tired, take a walk, or relax and take three deep breaths.

Don't feel guilty when you do eat a high-fat, high-calorie dessert and then give up and eat more. Change that habit little by little.

Ask your friends or family not to eat high fat, high calorie foods in front of you.

4. Control the sight of tempting foods that trigger your eating.

Don't buy high fat, high calorie foods or drinks; if you do, keep them out of sight.

Go shopping on a full stomach.

5. Choose lower fat, lower calorie food.

Eat more fruits, whole grains and vegetables.

Eat fewer foods high in sugar.

Drink fewer alcoholic beverages.

Eat smaller portions of those foods you want to limit.

Substitute lower calorie foods gradually.

6. Exercise.

Keep moving every day. Any body movement burns calories. Park your car farther away and walk to your destination. Even use the stairs.

It's the little things that count. Small lifestyle changes add up to significant progress and weight control. Fitness for life should be your goal. □

Liberty Weekend

Navy Band

Story by JOC Ed Thomas

The United States Navy Band from Washington, D.C., and two of its specialty units played a major part in the Liberty Weekend celebration.

The Navy's premier musical representative, the Navy Band appeared prior to the opening ceremonies on Governor's Island on July 3. The Navy Commodores jazz ensemble performed at a reception on the island after the ceremonies.

On the morning of July 4th, the Navy Sea Chanters chorus sang at the Governor's Island ceremony for the beginning of the Parade of Tall Ships.

Andy Williams sang "Battle Hymn of the Republic," accompanied by the chorus, and the Sea Chanters presented "Testament of Freedom" with the U.S. Coast Guard Band at the ceremony attended by President Ronald Reagan and French President Francois Mitterrand.

Also that day, the Navy Band performed aboard the aircraft carrier USS *John F. Kennedy* (CV 67) in New York Harbor. That evening, the band presented a concert at the Brooklyn Navy Yard.

Recording artists John Denver, Johnny Cash and Barry Manilow shared the stage with the Boston Pops Esplanade Orchestra and a combined chorus of the Sea Chanters and three other service choruses for the Americana Concert at Liberty State Park on the evening of July 4th. During the fireworks, the Sea Chanters and the U.S. Marine Band were heard on tape in a performance pre-recorded in the Navy Band's Sail Loft headquarters.

Aboard USS *Iowa* (BB 61), the Navy Commodores warmed up the audience before a Beach Boys concert hosted by the Secretary of the Navy. The jazz ensemble also accompanied the ship's Marine detachment during the evening colors ceremony.

"The response we receive wherever we perform is phenomenal, but we especially enjoyed being in New York for this unique Fourth of July celebration," said Cmdr. Allen E. Beck, the band's leader. □

Thomas is assigned to the U.S. Navy Band public affairs office in Washington, D.C.



Photo by MU1 Robert C. Goodyear

Bearings

A midshipman to remember

When the 1986-87 college basketball season rolls around, the name David Robinson will be shouted by thousands of sports fans. But last summer, the Naval Academy's 6-foot-11 senior center and member of the 1985 All-America team concentrated on his duties as a midshipman aboard the nuclear-powered submarine USS *Buffalo* (SSN 715), homeported in Pearl Harbor, Hawaii.

Robinson was one of more than 900 men and women from the U.S. Naval Academy who underwent midshipman summer training aboard some 80 ships and 40 submarines throughout the eastern and middle Pacific.

Despite a constant bombardment of media attention, Robinson manages to remain fixed on his goals, completing his education at the Naval Academy and fulfilling his five-year commitment to the Navy upon completion of that education.

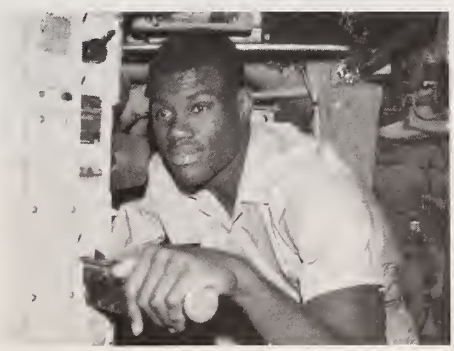
"Education is the primary reason I chose the academy," said the 20-year-old native of Woodbridge, Va. "I think it was around my junior year in high school when I first became interested. My main concern at the time was education. I figured that the Navy would be able to give me a great educational background, as well as some discipline."

As Robinson ended his sophomore year, speculation grew that he would take advantage of a rule that relieves midshipmen of their five-year obligated service if they leave the academy prior to their junior year. "If Robinson had decided to leave the academy, I would have had my staff talking to him within the hour," Georgia Tech coach Bobby Cremins was quoted as saying. "He's that good."

Generally conceded to be a high first-round NBA draft pick, Robinson had to decide between a possible pro-basketball career and his plans for a naval career. He decided to stay at Annapolis. His academy roommate explained:

"David originally chose this place because he wanted something besides basketball, and he stuck to his guns last summer (when contemplating moving to another school) because he had made the commitment originally, and that is the way he is. He has a lot of pride about himself, and I mean not necessarily as a basketball player or a black person, but as an intelligent individual. A diploma from here means more to him than the millions (of dollars) he could have made."

Robinson said he did have exposure to the Navy before he entered the academy. "My father was a senior chief sonar technician. I think that his being in the Navy was another factor influencing my decision. I don't live for money. So many people think they are automatically happy if they have it. I don't necessarily think so."



When asked how he learned to cope with all the media hype surrounding his decision to remain at the Naval Academy, Robinson answered firmly. "I made a commitment to the Navy which I intend to keep. Now, as far as media attention goes, it's all part of the game. It's something that I've learned to live with."

One thing is for certain: all the agents drooling at the thought of handling Robinson's contract and all the NBA teams licking their chops to acquire a player of Robinson's caliber will have to wait their turn—he is presently under contract to Uncle Sam. ■

—Story/photo by JO2 Warren A. Patton
Naval Base, Pearl Harbor, Hawaii



A unique re-enlistment recently took place aboard the battleship *New Jersey*, when Gunner's Mate 2nd Class Tony Wergin took his oath of re-enlistment inside the barrel of a 16-inch gun. While Wergin was in one barrel, Cmdr. Kevin C. Nicolin, BB 62's weapons officer, was in the other, administering the oath. Wergin re-enlisted for two years. When asked why he chose such an unusual place, Wergin said, " . . . it was different and showed I'm proud of where I work." In the photo above, Nicolin is in the left barrel reading the enlistment oath, while Wergin is in the right barrel. Photo by PH2 Rick Sforza. ■

Bearings

Rescuing a statue

It was an unusual rescue mission for crewmen of Helicopter Combat Support Squadron 4 from Naval Air Station Sigonella, Sicily, when they moved a 2,000-year-old marble statue from the site of the Baia spa to restoration laboratories in the Argonese Castle north of Naples, Italy, this summer.

Weighing 3,000 pounds and standing more than nine feet tall, the statue of the Dioscuro, one of two which represent the twin Greek mythical characters Castore and Polluce, was discovered in 1961 in the underbrush near the ruins of the ancient Roman spa at Baia. Located on a sloped hill facing the hot baths and inaccessible by road, the artifact, worth about $3 million, was threatened by weather and vandalism. To safely move the statue the two kilometers to the lab, Italian officials requested U.S. Navy help, and a helicopter airlift using an HC 4 *Super Stallion* was authorized.

It took more than six months to coordinate the move—from solving logistical problems to evacuating homes and buildings in the helicopter's flight path—and only 10 minutes to complete the statue's transfer.

Maneuvering the helicopter's long sling was the flight crew's greatest problem, according to Lt. John Griffin, co-pilot of the *Super Stallion*, but the good ground preparation on the low hillside and crew coordination minimized the difficulties, and, at the same time, provided valuable training for the airmen.

After the airlift, the Dioscuro, encased in an iron and wood reinforced box, was loaded onto strong carts and transferred to a safe place within the restoration laboratory at the castle.

The statue's identical twin, discovered a short distance from the spa in 1887, is kept in the Great Master's room at the National Archeological Museum in Naples. Italian archeologists plan to transfer the twin from the museum to the castle in Baia, where a new museum will house the two statues and other important artwork from the area.

According to Enrico Guglielmo, director of the technical department of the Archeological Superintendent's office, "The success of this operation confirms . . . the increasing interests of public opinion towards the protection of our extraordinary artistic, cultural and historical heritage." ■

—Story and photos by JO3 Ed Sorenson, Naval Support Activity, Naples, Italy



In a different sort of rescue mission, a Navy HC4 Super Stallion airlifted a 3,000-pound, $3 million statue from Baia to Naples.



Prairie in Mazatlan

When USS *Prairie* (AD 15) visited Mazatlan, Mexico, the ship carried supplies and more than $700 in crew member donations for a local orphanage—and 100 sailors ready to help with repairs to the orphanage's buildings.

Through the Navy's Project Handclasp, two pallets of food and toys were transported to the orphanage at Orfanatario in Mazatlan, which is home for approximately 30 girls.

Sailors repaired much of the orphanage's plumbing, performed badly needed electrical rewiring and painted inside rooms. Ship's medical and dental personnel gave children physical exams and routine health care.

"I think it was very successful," said Boatswain's Mate 1st Class James Wosje. "The staff gave us projects to do and we went ahead and did them. The kids seemed real happy, and the *Prairie* crew took a lot of pride in the work we did." ■

—Story by JO3 Donna Renae, USS Prairie *(AD 15).*

How do you spend your leisure time?

More than 100,000 Navy people and their families soon will be asked how they prefer to spend their leisure time. It's part of a worldwide survey—"Smart Compass"—conducted by the Recreational Services Department, Naval Military Personnel Command. The random-sample survey is being conducted in a three-year cycle; one-third of all Navy installations will be covered each fall. The survey began in 1985. In September and October, ashore and afloat sailors, spouses and retirees at 52 installations will be asked to fill out survey forms.

By completing the survey form, you can help determine what kinds of club and recreation programs and activities will be offered at your installation.

Results from the first part of the survey indicate an increasing Navywide interest in personal hobbies such as photography, gardening, computers and auto repair. Outdoor recreation activities—bike riding, fishing, hiking and camping—also are on the upswing, as are other activities that involve the entire family.

Last year's response rate was 50 percent for active duty members, 33 percent for spouses and 39 percent for all others.

The mail-out survey takes about 20 minutes to complete. It includes questions such as what club and recreation services you use and how often, what prevents you from using certain facilities, whether you like the programs and how you plan to use your leisure time in the future.

The survey will be mailed out by local installations and should be returned within three weeks. The results will be tabulated and returned to the installations by December.

Club and recreation managers can provide additional information about the Smart Compass survey. ■

—Story by Debbie Gaggiani-Tagg, NMPC, Washington, D.C.



Bearings

Point Mugu puppets

Library story hours at the Pacific Missile Test Center, Point Mugu, Calif., recently took on a new flavor. What once was a simple reading of children's stories has evolved into an arena with very special actors who fill the library with visions and sounds—an animated puppet show.

Once a week, children from the nearby child care center file into a small stage area at the center's library to watch and learn as Arlene Vistro, a librarian technician, transforms words from a book into sights and sounds.

"Puppet shows help children follow stories and lessons better. They can relate to a character they can see," Vistro said. "It's very enjoyable to them."

She ordered the puppets from a children's educational company that has permission to use the puppet characters created by Jim "Muppets" Henson and uses her shows to promote the library among the children.



"A lot of children in the Navy housing area don't know we have a library here for them to use," said Vistro. "The puppet shows offer something for smaller kids—their own thing they can go to." She hopes more children from housing and pre-school will join the weekly shows.

Vistro, a sociology major at California State University, Northridge, and a nutritional consultant for a health systems company, is planning a career as a counselor in holistic health for women. An active Toastmaster at Point Mugu, she credits Toastmasters with teaching her voice skills and dramatic gestures, which come in handy in her puppet shows.

Vistro became involved in puppeteering after she read a book on how to use puppets as an educational tool. "It seemed fascinating, and it was something I've always wanted to do," she said.

"And we like Arlene a lot," said Big Bird, who joined the interview with Ernie and Cookie Monster.

"She's pretty cute," chimed in Ernie. "I think I have a crush on her." ■

—Story by JO3 Jim Elliott, Pacific Missile Test Center, Point Mugu, Calif.

Wisconsin up the Mississippi—The 58,000-ton *Wisconsin* (BB 64) nears the end of an 1,800-mile journey from Philadelphia Naval Shipyard as it is towed up the Mississippi River to New Orleans. *Wisconsin* will undergo drydocking work at Avondale Shipyard before going to Pascagoula, Miss., for completion of a two-year reactivation period. The World War II battleship, the fourth to be reactivated, will be refitted with 32 *Tomahawk* cruise missiles, 16 *Harpoon* anti-ship missiles, four *Phalanx* close-in weapons system mounts, air and surface search radar systems, and helicopter launch and recovery facilities. Photo courtesy of Ingalls Shipbuilding. ■



Mail Buoy

A Seabee by any other name . . .

Though originally derived from the abbreviation for construction battalion, the word "seabee" has attained such independent status that it is no longer merely a phonetic pronunciation of that abbreviation. You can use it to describe anyone attached to the Naval Construction Force.

Don't write it as "Sea Bee" or "CB" or "C.B." or "Seebee." Keep it one word and capitalized: *Seabee*. Thank you!

—JO2 Chris Moilanen, Editor, *Mobilizer*

• *"Seabee" is one of the Navy's most appropriate and successful puns.*—Ed.

Grumman F6F vs. Douglas SBD

In the April 1986 issue I was startled to see on page 27 that the lead paragraph spoke nothing about the "early dawn launch" of the Grumman F6F's pictured below, but only spoke of the Douglas SBD. Was this an oversight?

On page 28, top center painting by Bailey was captioned as "A Martin bomber," when in fact the photo shows a four-engine flying boat by Sikorsky, the "Excaliber," a commercial machine.

Perhaps I should not be too critical but I broke lots of fingernails as an AMM on F6Fs and SBD before I graduated to flight engineer on the PBMs, Martin Patrol Bombers—two engines and gull wings.

—Donald C. Caldwell, Silver Spring, Md.

• *The aircraft on pages 24 and 25 are Grumman F6Fs. The Douglas SBD is featured on the front and back covers. A variety of pre-World War II seaplanes are portrayed on page 27. The artwork reproduced at the top of page 28 was identified as "A Martin Bomber," but, in response to your query, we did some research which indicates the aircraft was likely one of the commerical seaplanes brought into military service during the '40s. A Martin bomber* is *portrayed on the back cover of the March 1986 issue of* All Hands. *Hope your fingernails have all grown back.* —Ed.

Reunions

• **NAS New Orleans, military and civilian personnel**—Reunion planned. Contact Christian T. Capdevielle, 331 Robinhood Road, Covington, La. 70433; telephone (504) 893-5255.

• **USS Salt Lake City** —Reunion planned, Philadelphia. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **Virginia Tech NROTC Alumni Assoc.**—Being formed. Contact Lt. Roger Demaree (703) 961-7883 or write Virginia Tech NROTC Alunmi Association, 417 Femoyer Hall, Blacksburg, Va. 24061.

• **USS Bonhomme Richard (CVA 31) 1957-60**—Reunion planned. Contact Dawn Logan, P.O. Box 338, Lumberton, N.C. 28358; telephone (919) 738-6792.

• **USS Arkab (AK 130)**—Reunion October 1986, New Orleans. Contact Tom Murray, P.O. Box 525, Sun City, Calif. 92381; telephone (714) 679-5905.

• **USS Pringle (DD 477)**—Reunion October 1986, Charleston, S.C. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228; telephone (301) 788-5829.

• **USS LST 292**—Reunion October 1986, Orlando, Fla. Contact L.W. Brown, P.O. Box 26, Starkville, Miss. 39759; telephone (601) 324-3621.

• **USS LST 706, World War II**—Reunion October 1986, Louisville, Ky. Contact Jack Thompson, 163 Fender Road, Melbourne, Ky. 41059; telephone (606) 635-4327.

• **25th Naval Construction Battalion, World War II**—Reunion Oct. 1-5, 1986, Gulf Breeze, Fla. Contact Alfred G. Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503; telephone (904) 476-4113.

• **USS Chondeleur (AV 10)**—Reunion Oct. 1-4, 1986, Memphis, Tenn. Contact Mrs. Kenneth E. Boyd, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Metcalf (DD 595)**—Reunion Oct. 1-7, 1986, Honolulu. Contact John M. Chittum, 350 South Walnut St., Huntington, W.Va. 25705; telephone (304) 523-6963.

• **USS Galveston (CLG 3)**—Reunion Oct. 1-5, 1986, Galveston, Texas. Contact Morris R. Butcher, 4754 Bill Knight Ave., Millington, Tenn. 38053; telephone (901) 872-4071.

• **USS Nicholas (DD 449) 1942-66**—Reunion Oct. 2-4, 1986, Jackson, Miss. Contact Jack Stuart, P.O. Drawer 428, Morton, Miss. 39117.

• **USS Phelps (DD 360)**—Reunion Oct. 2-5, 1986, Charleston, S.C. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas 77642; telephone (409) 962-1348.

• **USS Crowley (DE 303)**—Reunion Oct. 2-5, 1986, Dearborn, Mich. Contact Charles LaNoue, 15615 Harrison, Allen Park, Mich. 48101; telephone (313) 383-8992

• **USS Butler (DD 636/DMS 29)**—Reunion Oct. 3-5, 1986, Cleveland, Tenn. Contact Bill Ewing, P.O. Box 3782, Cleveland, Tenn. 37311; telephone (615) 476-3805.

• **USS Jeffers (DD 621/DMS 27)**—Reunion Oct. 3-5, 1986, White Haven, Pa. Contact Warren Hilton, 209 South Hall St., Morrison Ill. 61270; telephone (815) 772-2422.

• **USS Foss (DE 59) 1943-57**—Reunion Oct. 3-5, 1986, Fort Lauderdale, Fla. Contact Robert M. Allen, 200 N.W. 22nd St., Fort Lauderdale, Fla. 33311; telephone (305) 566-7155.

• **USS Frybarger (DE 705)**—Reunion Oct. 3-5, 1986, Myrtle Beach, S.C. Contact Alex W. Boyd, 5107 Bryce Lane, Richmond, Va. 23224; telephone (804) 233-0581.

• **NAS Grosse Ile**—Reunion Oct. 4, 1986, Grosse Ile, Mich. Contact Harry A. Barriger, 27250 Wyly Drive, Mt. Clemens, Mich. 48045; telephone (313) 466-5550.

• **USS Chevalier (DD 451)**—Reunion Oct. 5-7, 1986, San Antonio, Texas. Contact Kurt W. Bocian, 24853 96th Ave, S. No. 1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

• **USS Omaha (CL 4)**—Reunion Oct. 6-9, 1986, New Orleans. Contact Frank L. Vito, 1409 Indiana N.E., Albuquerque, N.M. 87110; telephone (505) 256-1321.

• **USS Plunkett (DD 431)**—Reunion Oct. 7-9, 1986, San Diego. Contact George A. Schweis, 18 Spruce Dr. Marshallton, R.D. 4, West Weschester, Pa. 19382; telephone (215) 436-9761.

• **USS Haven (AH 12)**—Reunion Oct. 8-10, 1986, Reno, Nev. Contact Joe Messina, 1680 Oak Vista Ave., Chico, Calif. 95926; (916) 343-6105.

• **USS Yorktown (CV 5)**—Reunion Oct. 9-12, 1986, Daytona Beach, Fla. Contact Bob Good, P.O. Box 1187, Thonotosassa, Fla. 33592; telephone (813) 752-9479.

• **USS Morris (DD 417)**—Reunion Oct. 9-12, 1986, Peoria, Ill. Contact Tom Traweek, 8605 Queensmere Place, No. 5, Richmond, Va. 23229; telephone (804) 270-1674.

• **Marine Corps Aviation Association**—Reunion Oct. 9-12, 1986, Dallas. Contact MCAA P.O. Box 296, Quantico, Va. 22134.

• **USS LST 325, World War II**—Reunion Oct. 10-12, 1986, New Orleans. Contact Dick Scacchetti, 6 Nutting Place, West Caldwell, N.J. 07006; telephone (201) 226-4465.

• **USS Uvalde (AKA 88)**—Reunion Oct. 10-11, 1986, Uvalde, Texas. Contact Cindy Taylor, P.O. Box 706, Uvalde, Texas 78802; telephone (512) 278-3361.

• **USS Paul Hamilton (DD 590)/USS Twiggs (DD 591)**—Reunion Oct. 10-11, 1986, Orlando, Fla. Contact Walt Tucker, 2437 Two Oaks Dr., Charleston, S.C. 29404.

7

Navy Rights & Benefits



Veterans Benefits

Veterans Benefits

The military community holds its veterans in special esteem. Ensuring the well-being of those who have served their country is in the best interests of all citizens. To aid eligible military members who leave the service after retirement or after their military obligations have been met, a wide range of services and benefits is available. This article contains general information on medical, education and other benefits made available through the Veterans Administration (VA). For more specific information and requirements, interested parties should contact the nearest VA office; these are located in major cities throughout the country.

Active duty service members can also get information on veterans benefits from their command career counselor, personnel officer or education officer.

Majorcare 90

A primary concern of many families leaving military service is the sudden absence of medical coverage that occurs following a member's discharge. To help alleviate this, a major insurance company—through an agreement with the Department of Defense—offers a 90-day medical insurance policy (Majorcare 90) which covers service members leaving the military while they establish permanent policies.

Majorcare 90 limits participation to veterans who served on active duty for 30 days or more. The policy excludes retirees and those individuals who served less than four months active duty for training purposes.

The policy costs $25 for the service member, $25 for spouse and $10 for each child, up to three children. The plan covers four or more children for the price of three.

Benefits of the Majorcare 90 policy (which includes a $25 deductible for each episode) are payable for up to 52 weeks for illness or accidents which may occur during the 90-day period immediately following discharge. These benefits include:

1. Payment of up to $36 daily for hospital room expenses, plus any services or supplies during hospitalization.

2. Payment of 80 percent of fees for outpatient or inpatient treatment by physicians and surgeons, and also for diagnostic X-ray and laboratory examinations, private nurse and ambulance services, including cost of supplies and equipment rentals.

3. Upon death as a result of an accidental injury which occurred within 90 days of discharge, a payment of $1,000 will go to designated beneficiaries. Death must be from *accidental* causes. An accidental injury which occurred on the 90th day after discharge (the last day of the period covered) and caused the death of the insured on the 91st day will not meet terms of the policy as an insurable injury.



Majorcare 90 will not cover the expenses of childbirth or resulting complications, dental services, ear or eye examinations for hearing aids or glasses, congenital or pre-existing conditions. When double coverage exists, the policy does not pay expenses for care covered by other forms of compensation.

To apply for the Majorcare 90 program before you leave the Navy, contact your personnel officer.

VA Medical/Dental Services

Veterans discharged or released from active military service under conditions other than dishonorable may be entitled to certain medical and dental care at VA health care facilities.

Veterans requiring hospitalization because of injuries or disease incurred while on active duty have top priority for admission to VA medical facilities. Veterans who were discharged or retired for disability and need treatment for some ailment not connected with their service will be admitted just as soon as space becomes available.

Other veterans who cannot pay for hospital charges elsewhere may be treated or admitted to VA hospitals on a space-available basis. Ability to pay does not apply to any veteran who is 65 or older or is receiving a VA disability pension.

VA facilities also provide outpatient services to veterans in need of medical examinations, consultation or counseling, and prescription medicines or drugs.

Outpatient medical treatment includes home health services such as structural alterations and home improvements deemed necessary for the continuation of treatment at home.

VA medical and dental assistance is dependent upon the veteran's needs and eligibility.

Unemployment Compensation

For veterans returning to civilian life without new jobs waiting for them, perhaps the first and most important thing to do is register with the nearest local state employment commission office and apply for unemployment compensation payments.

It is not necessary for veterans to file for unemployment benefits in their state of record. After leaving the service, veterans may file in any state where they plan to reside or work. It is beneficial to file promptly. Weekly unemployment checks are not retroactive; they begin only after a veteran makes application.

Full-time Jobs

Although employment assistance is

not one of its basic responsibilities, the VA provides guidance and information whenever possible. VA personnel, with regional offices in all states, counsel veterans on available benefits and privileges.

The U.S. Office of Personnel Management can assist veterans who seek jobs in federal service. Other sources of employment information and assistance are:

- Federal Job Information Centers. Consult telephone directory for address or ask operator for the toll-free telephone number.
- Any VA regional office.
- Any federal agency personnel office.
- State and local government employment offices.

Many levels of government—state, county and municipal—give returning service personnel veteran's preference. The preference is generally in the form of additional points added to passing job testing scores.

Vocational Rehabilitation

Nature of Benefits—This program provides for all services and assistance necessary to enable service-disabled veterans to achieve maximum independence in daily living and, to the greatest extent feasible, to become employable and to obtain and maintain suitable employment. Evaluation and counseling services are available to provide a basis for planning: (a) a suitable vocational rehabilitation program, or (b) a program of services and assistance to improve the potential for independent living of the veteran, as appropriate.

Eligible veterans may enroll in schools or colleges, train on the job or on a farm, or enter other programs that combine school and job training. While enrolled in a rehabilitation program, veterans receive a monthly subsistence allowance (see Table 1, at right) in addition to compensation or retirement pay. Seriously disabled veterans may pursue training in their own homes, in rehabilitation centers, or in other special training facilities.

Each program of rehabilitation is tailored to meet the special needs of the individual veteran. Medical care and other supportive services, such as tutorial assistance and reader service may be provided. Advancements from a revolving fund and work-study programs are available to interested veterans. Counseling, job placement and postplacement services may be provided for an additional period which may not exceed 18 months.

Eligibility for Comprehensive Training and Rehabilitation Services—Veterans who served in the Armed Forces are eligible for comprehensive training and rehabilitation services if all of the following conditions are met:

(a) They suffered a service-connected disability in active service which entitles them to compensation, or would do so but for receipt of retirement pay, or are hospitalized in a military hospital for a condition likely to be found to be compensable;

(b) They were discharged or released under other than dishonorable conditions unless the dishonorable discharge or release is later changed;

(c) The VA determines they need rehabilitation services because of an employment handicap.

Eligibility for Employment Services—Employment services may be provided to those veterans who fall into two basic groups:

(a) All veterans eligible for (or found to have an employment handicap who are current participants in) the chapter 31 training and rehabilitation program if the VA determines they are job-ready; and

(b) Other employable veterans who have a service-connected disability and meet certain other conditions.

Period of Eligibility—Generally, a veteran is eligible for training and rehabilitation services for 12 years following the first notification of a VA determination that the veteran has a compensable service-connected condition. Extension may be granted for veterans with a serious employment handicap. Veterans eligible for employment services may be provided such help even if they have passed their termination dates for other vocational rehabilitation services.

Duration of Programs—Eligible veterans may generally be provided training

Table 1. Subsistence Allowance Monthly Rates

Type of Training	No Deps.	1 Dep.	2 Deps.	Each Add'l. Dep.
Institutional*				
Full-time	$310	$384	$452	$33
Three-quarter	233	288	339	25
Half-time	155	193	227	17
Farm cooperative/ Apprenticeship/OJT				
Full-time	271	327	377	24
Extended evaluation/ independent living				
Full-time	310	384	452	33
Three-quarter	233	288	339	25
Half-time	155	193	227	17
Quarter-time	78	96	113	9

*Institutional training also includes no-pay or nominal-pay OJT or work experience in a federal agency

and rehabilitation services up to a total of 48 months, although additional training may be authorized under certain conditions. Employment services may be provided for up to 18 months.

Special Programs—Veterans in receipt of pension: Veterans who are awarded a pension from Feb. 1, 1985, through Jan. 31, 1989, may elect to participate in a vocational training program if found eligible for services. Under this pilot program a veteran may receive up to 24 months or more of vocationally oriented services and assistance as well as up to 18 months of placement and postplacement services. Work income will generally affect the continuing receipt of pension.

Veterans in receipt of individual unemployability rating: During a temporary period (Feb. 1, 1985, through Jan. 31, 1989) the total disability rating due to IU (individual unemployability) of a veteran who returns to work will be protected for 12 consecutive months of employment. Also, during the same four-year period, participation in a vocational rehabilitation program would be required of veterans newly assigned IU ratings unless the VA determines that a vocational goal is not feasible for the veteran.

Educational Assistance

The VA administers four basic educational assistance programs for veterans and service persons—the Non-contributory GI Bill, the Veterans Educational Assistance Program (VEAP), the new GI Bill and the Selected Reserve Educational Assistance Program.

Non-contributory GI Bill—Veterans who served on active duty for more than 180 continuous days, any part of which occurred after Jan. 1, 1955, but before Jan. 1, 1977, and who: (a) were released under conditions other than dishonorable, (b) were discharged for a service-connected disability, or (c) continue on active duty, are eligible for educational benefits under the Non-contributory GI Bill.

Also eligible are those who contracted with the armed forces and were enlisted in or assigned to a reserve unit before Jan. 1, 1977, and, who as a result of this enlistment or assignment, served on active duty for more than 180 days, any part of which began within 12 months after Jan. 1, 1977, and who were discharged from active duty under conditions other than dishonorable.

Each eligible person with 18 continuous months or more of active duty is entitled to 45 months of full-time educational benefits, or the equivalent in part-time benefits. Those with less than 18 continuous months of active duty are entitled to 1.5 months of full-time benefits (or the part-time equivalent) for each month of active duty served.

As an example, a veteran (with spouse and one child), having 12 months of continuous service, will have 18 months of full-time benefits available. If the veteran/student attends school on a part-time basis, $255 will be paid directly to the veteran for 36 months (approximately four school years). Table 2 (on page 44) shows the various monthly amounts a veteran may receive under the current rates for Non-contributory GI Bill users. These payments are non-taxable.

Full-time institutional training consists of 14 semester hours unless the school has certified to the VA that it considers 12 hours to be full time.

A cooperative program is a full-time program of education. It consists of institutional courses and alternate phases of supplemental training in business or industrial establishment.

Eligible veterans and service persons may select a program of education, an apprenticeship or on-the-job training program, or farm training at any approved educational or training establishment which will accept them. Vocational or educational counseling will be provided by the Veterans Administration on request.

Under the law, each person is entitled to one change of program. Subsequent changes may be approved by the VA. A change from one program to another when the first is a prerequisite to the second is not considered a change of program.

Veterans who have not received a high school diploma (or equivalency certificate), or who need deficiency or refresher courses before enrolling in a program of education or training may pursue these courses without charge to their basic entitlement.

GI Bill eligibility generally ceases at the end of 10 years from the date of the veteran's last release from active duty or Dec. 31, 1989, whichever comes first.

Tutorial Assistance—Veterans who use the Non-contributory GI Bill may also be eligible to participate in a program of tutorial assistance. Its purpose is to assist veteran/students to successfully complete an educational goal by providing special help to overcome deficiencies in required subjects.

The school must certify that tutorial help is needed to correct a deficiency in a course which is an essential part of the veteran's program of study.

Veterans may receive up to $84 monthly until a maximum of $1,008 is received. Payments are made as reimbursements, not as advance allotments. Applications for reimbursement should be made promptly after completion of the month or term in which tutoring was received. Benefits may only be paid, however, for tutoring received within the one-year period preceding the date the claim was received by the VA.

VA Work-Study Program—Veterans using their Non-contributory GI Bill educational benefits who enroll full-time in college degree, vocational or professional programs may "earn while they learn" under the VA Work-Study Program. Veterans in a vocational rehabilitation program are also eligible to participate in the work-study program.

Selection of applicants is based primarily upon a veteran's need to supplement monthly educational assistance or subsistence allowances. The number of selections will depend upon the avail-

ability of VA-related work at the veteran's school or at VA facilities in the area.

Veterans may work a maximum of 250 hours per semester (or other enrollment period). Payment will be at the rate of $3.35 per hour, or an amount equal to the hourly minimum wage, whichever is greater. A veteran may work less than 250 hours depending upon work availability, class schedule and personal needs.

Under the work-study program agreement, veterans will receive payment for 40 percent of the hours of services in advance. After the advance, additional payments are made in arrears for each 50 hours of service performed.

Services performed under the VA Work-Study Program must be VA-related in nature. Examples of such services might include processing of VA paperwork at schools of VA regional offices, outreach services under the supervision of a VA employee, and services performed at VA medical facilities and offices of the VA National Cemetery System. These examples are not all-inclusive—the nature of work will depend upon a veteran's interests and the type of work situation available.

Table 2. Education Training Rates

Column I	Column II	Column III	Column IV	Column V
	No dependents	One dependent	Two dependents	More than two dependents
				The amount in column IV plus the following for each dependent in excess of two:
TYPE OF PROGRAM				
Institutional				
Full-time	$376	$448	$510	$32
Three-quarter	283	336	383	24
Half-time	188	224	255	17
Cooperative	304	355	404	23
Active Duty Or Less Than Half-Time	Tuition cost, not to exceed rate of $376 for full-time; $283 for 3/4 time; $188 for 1/2 time or less but more than 1/4 time; $94 for 1/4 time or less			
APPRENTICESHIP OJT				
Periods Of Training				
First 6 months	$274	$307	$336	$14
Second 6 months	205	239	267	14
Third 6 months	136	171	198	14
Fourth and any succeeding 6-month period	68	101	131	14
FARM COOPERATIVE				
Basis				
Full-time	$304	$355	$404	$23
Three-quarter	228	266	303	18
Half-time	152	178	202	12

VEAP—*Note:* No individuals on active duty may initially enroll in the Veterans' Educational Assistance Program during the period of July 1, 1985, through June 30, 1988.

The Veterans' Educational Assistance Program replaced the old Non-contributory GI Bill for Navy people who entered the service after Dec. 31, 1976. Individuals who entered the Navy on or after Jan. 1, 1977, are eligible to participate in the contributory program by setting aside from $25 to $100 each month in an educational fund. Uncle Sam will add $2 for each dollar you put in the fund. If you contribute the maximum amount each month for 27 months you will accumulate, with the government's contribution, $8,100 ($2,700—your contribution, plus $5,400 from the government) which can then be used to pay educational expenses after you complete your first obligated period of duty or after separation (if you had at least 181 days of service). Participants, while on active duty, may make a lump sum contribution to the fund.

Although $100 per month is the maximum, Navy people can set aside as little as $25 each month or any $5 increment in between. Members must agree to participate in the program for a minimum of 12 consecutive months, but exceptions can be made in cases of financial hardship.

VEAP is more than simply a savings account. Members will be entitled to the total amount in their account after completing their initial enlistment or period of obligated service, if they use it in a VA-approved educational program. If a member decides, after being released from active duty, not to continue his or her education, the member's share of the

fund will be refunded after notifying the VA.

If, after attending school for several months, a veteran or active duty service person decides to drop out, the remainder of the fund may either be withdrawn or left in the account in anticipation of returning to school.

Matching funds will be paid directly to students for the same number of months as they participated in VEAP if they attend school full time. If a Navy person contributed for 24 months, for instance, he or she (if attending school on a full-time basis) could receive as much as $225 a month for 24 months ($75 contributed, plus $150 in matched funds equals $225). If you attend school part time, your entitlement will extend over a longer period but your educational assistance allowance payments will be less.

VA Education Loans—A veteran whose eligibility period under the Noncontributory GI Bill has expired and who has remaining entitlement may borrow up to $2,500 per academic year to continue to pursue a full-time course leading to a standard college degree or to a professional or vocational objective which requires at least six months to complete, during the first two years after the end of eligibility. The six-month requirement may be waived by the VA under certain circumstances. Veterans enrolled in vocational flight training, who are reimbursed at 60 percent, may also apply for an educational loan.

Lesser amounts are available for shorter periods of enrollment. For example, a veteran may borrow up to $1,250 for one semester or $830 for one quarter. If enrolled in a third semester, fourth quarter or summer session of at least 10 weeks' duration in addition to the academic year, a veteran may borrow up to $3,300. Approval of a loan depends on a veteran's needs, income and on other guidelines.

The interest rate for VA education loans is currently 7 percent per annum on the unpaid balance. No interest accrues on the loan balance until the beginning date of repayment, which begins nine months after a veteran ceases to be at least a part-time student. A veteran has 10 years and nine months to repay the loan.

A loan fee (currently 3 percent of the loan amount), which goes into an insurance fund for defaults, is deducted from the loan. Therefore, if a loan of $2,000 is approved, a veteran will actually receive $1,940.

Repayment may be made in annual, semiannual, quarterly or monthly installments. There is no penalty for repaying in advance all or any part of the loan. Repayment of both principal and interest is deferred during any period of enrollment on a part-time or full-time basis.



Veterans' Educational Assistance Act of 1984

The Veterans' Educational Assistance Act of 1984 establishes a program of education benefits for individuals initially entering military service from July 1,

1985, through June 30, 1988. Service members entering active duty during that period will have their basic pay reduced by $100 a month for the first 12 months of their service, unless they specifically elect not to participate in the program. The contribution will entitle an individual to receive education benefits under the new GI Bill. Most individuals eligible for the Non-contributory GI Bill as of Dec. 31, 1989, who have served continuously on active duty for at least three years past June 30, 1985, are also eligible for the new program, but will not have their basic pay reduced. Service members who after Dec. 31, 1976, were commissioned as officers from a service academy or upon completion of the ROTC scholarship program are not eligible for the new GI Bill.

Active duty for three years, or two years active duty plus four years in the Selected Reserve or National Guard, will entitle an individual to $300 a month basic benefits. There is also a targeted, discretionary kicker of up to an additional $400 available. A supplemental benefit of up to an additional $300 with a targeted, discretionary kicker of up to $300 more is also available.

An educational entitlement program is also available for members of the Selected Reserve. Eligibility applies to individuals who, between July 1, 1985, through June 30, 1988, enlist, re-enlist, or extend an enlistment for a six-year period. Benefits may be paid to eligible members of the Selected Reserve who complete their initial period of active duty training and complete 180 days of service in the Selected Reserve. Full-time payments will be $140 a month for 36 months.

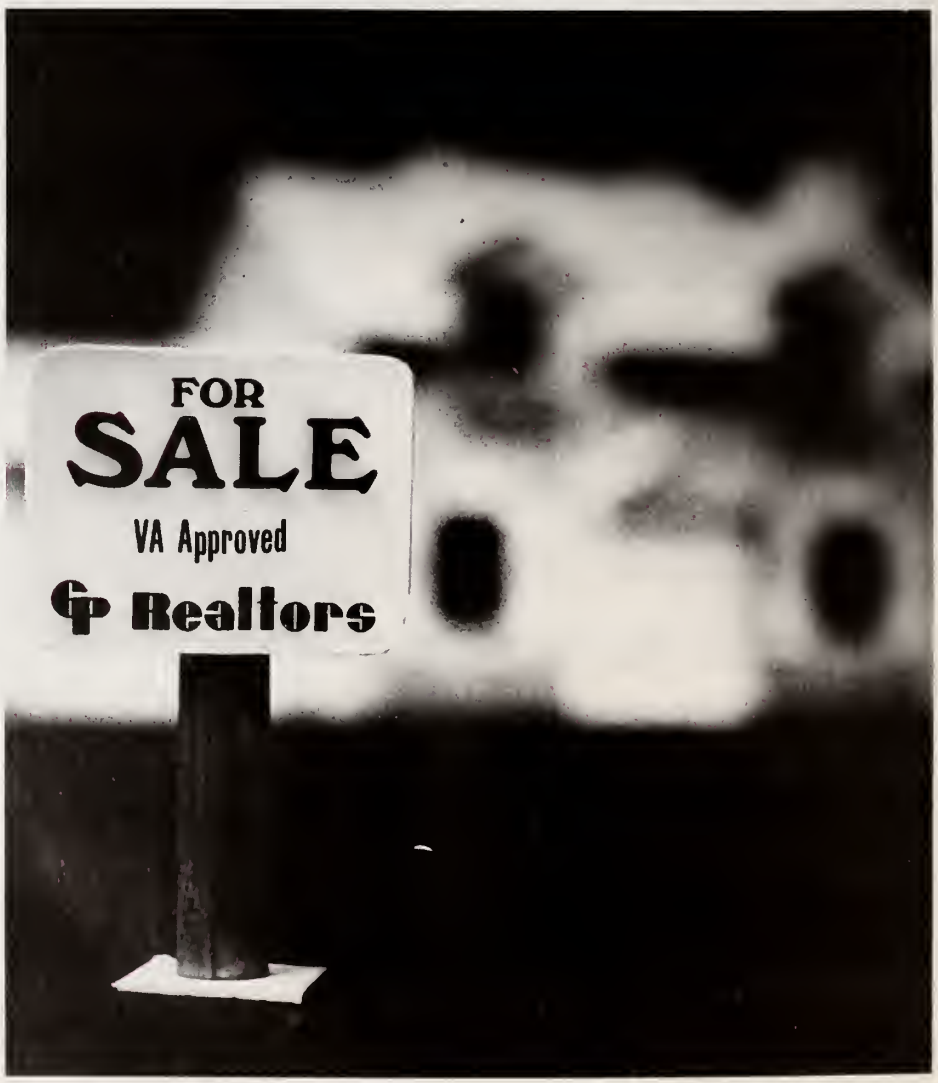
VA Home Loans

The VA *guaranteed* home loan program offers advantages that other loan programs do not. The major advantage of the VA home loan program is that most VA loans are made with little or no down payment. The borrower also has the right to repay all or part of the indebtedness at any time without penalty.

The home loan offered under the VA's major program is not a *direct* loan but a *guaranteed* loan covering 60 percent of the mortgage, up to a maximum $25,000. For a mobile home, the VA guarantee is 50 percent of the loan, up to $17,500. The exact amount of a veteran's entitlement is shown on the *Certificate of Eligibility* that many veterans receive from the VA shortly after discharge. Veterans who do not have this document should contact their nearest VA regional office.

Veterans can use their entitlement to purchase, build, alter, improve, refinance or repair a home. There is no requirement that the entitlement must be used within a certain period of time. VA home loan eligibility remains available until used.

To be eligible for a VA home loan, a veteran must have been discharged under conditions other than dishonorable, after serving a minimum period of time on active duty. Generally, the minimum period of time on active duty may be from 90 days wartime service, or 181 days of continuous service during peacetime, or 24 months of active duty service *if enlistment began after* Sept. 7, 1980. A shorter period of service may be sufficient if a veteran was discharged or released sooner because of a service-connected disability. Men and women on active duty are eligible after having served on continuous active status for at least 181 days. Active



duty for training purposes does not qualify an individual for VA home loan benefits.

To obtain a home loan, veterans should contact a real estate broker or one of the usual lending institutions—banks, savings and loan associations, insurance companies and mortgage companies. Although there is no maximum loan amount, some lenders will limit loan amounts for four times a veteran's entitlement. For example, a veteran with full entitlement ($25,000 guarantee) might be able to obtain a $100,000 home loan subject, of course, to the veteran's ability to qualify for the loan from an income and credit standpoint. In all cases, however, the greater the guarantee entitlement in relation to the loan amount, the more favorable will be the prospect of obtaining the loan.

As long as some entitlement remains, a veteran may qualify for an additional home loan but the veteran must certify that he or she occupies or intends to occupy the property as a home. For example, a veteran may use remaining entitlement to obtain a loan for a second home (which must be occupied by the veteran) and rent the first home to acquire income to apply against the first mortgage.

It is also possible for a veteran to "reuse" entitlement to refinance an existing VA loan on his or her home in order to obtain a lower interest rate. The only restriction on the use of remaining entitlement is that a veteran who bought a manufactured home with a VA loan may not obtain a second manufactured home with VA financing until he or she disposes of the first manufactured home.

After selling a residential property financed with a VA loan, a veteran may be released from liability to the government. This is usually accomplished when the loan is paid in full or when the VA agrees to let a buyer assume the veteran's loan obligation.

When the property is sold and the loan is paid in full, or when another veteran substitutes his or her entitlement for that of the original veteran/borrower, *used* entitlement can be restored. If either of these conditions are met, a veteran who sells a VA-purchased home should make application to have *used* entitlement restored.

Memorial Affairs

Veterans should remind their families that burial in a Veterans Administration National Cemetery is open to any veteran who has been discharged under other than dishonorable conditions.

Although the law does not provide for gravesite reservations, a veteran can make things easier for his survivors by expressing a desire to be buried in a national cemetery, keeping military service records accessible and verifying eligibility at any VA office.

To be eligible for burial, military service must have been for other than training purposes. Reserve or national guard personnel who do not meet those requirements, but who die as a result of their active duty or training, may also be eligible. Service members who die on active duty are also eligible. Burial is available to an eligible veteran's widow, widower, minor children and, under special circumstances, unmarried adult children.

When a veteran or dependent dies, the documents verifying eligibility should be presented to the funeral director handling the burial. The funeral director then contacts the national cemetery to determine eligibility and space available.

Of the VA's 109 national cemeteries, 60 have grave space available, 49 are closed and two are under construction or design. A closed cemetery means it does not have space for new interments. Those who have a spouse or dependent buried in a closed cemetery may still be buried in the family gravesite. Once eligibility and space are determined, the VA will open the grave, handle the burial, furnish a headstone or marker and provide perpetual care and maintenance.

Questions regarding burial in a national cemetery or other VA burial benefits can be answered by the nearest VA cemetery or regional office. Toll-free numbers are located in the white pages of your phone book under U.S. Government.

Keeping VA Posted

Do you have one of these policies with the Veterans Administration?

United States Government Life Insurance

Veterans Special Life Insurance

Service Disabled Veterans Insurance

Veterans Reopened Insurance

Do you keep the VA informed of your current address?

If you need to submit a change, send it to the following address giving your name, VA insurance file number and your mailing address:

Veterans Administration Regional Office and Insurance Center
P.O. Box 8079
Philadelphia, Pa. 19101

The VA-sponsored benefits outlined in this section, as well as benefits like Majorcare 90, can be of great assistance to veterans. As explained, some of the programs can also help members still on active duty, whether they seek a college education or a loan to purchase their own homes.

For many of the veterans' programs, there is no time limitation imposed. Eligibility for other benefits, however, does expire. Table 3, "Veterans Benefits Timetable," on page 48 gives several VA programs and eligibility expiration dates.

REMINDER

A limited number of additional copies of this article and of each *All Hands* issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005.

Table 3. Veterans Benefit Timetable

Time You Have (after separation from service)	Benefits	Where to Apply
10 years or until Dec. 31, 1989, whichever comes first	**GI EDUCATION:** The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in apprenticeship program.	Any VA office.
10 years	**VEAP:** The VA provides financial assistance for education and training of participants under the voluntary contributory program.	Any VA office.
No time limit	**GI LOANS:** The VA will guarantee your loan for the purchase of a home, manufactured home, or condominium.	Any VA office.
No time limit	**DISABILITY COMPENSATION:** The VA pays compensation for disabilities incurred in or aggravated by military service. Payments are made from date of separation if claim is filed within 1 year from separation.	Any VA office.
No time limit	**MEDICAL CARE:** The VA provides hospital care covering the full range of medical services. Outpatient treatment is available for all service-connected conditions, or non-service-connected conditions in certain cases. Alcohol and drug treatment is available for veterans in need of help for drug dependency.	Any VA office or hospital.
1 year within 90 days of separation	**DENTAL TREATMENT:** The VA provides one time dental care for certain service-connected dental conditions. The time limit does not apply for veterans with dental disabilities resulting from combat wounds or service injuries.	Any VA office or hospital.
1 year (from date of notice of VA disability rating)	**GI INSURANCE:** Low cost life insurance (up to $10,000) is available for veterans with service-connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies.	Any VA office.
120 days (or 1 year and 120 days with evidence of insurability); or up to 1 year if totally disabled.	**VGLI:** SGLI may be converted to a 5-year nonrenewable term policy. At the end of the 5-year term, VGLI may be converted to a policy with a participating insurance company.	Any VA office. (for information)
No time limit	**EMPLOYMENT:** Assistance is available in finding employment in private industry, in federal service and in local government.	Local or state employment service, U.S. Office of Personnel Management. Any VA office.
Limited time	**UNEMPLOYMENT COMPENSATION:** The amount of benefit and payment period varies among states. Apply immediately after separation.	State employment service.
90 days	**RE-EMPLOYMENT:** Apply to your former employer for employment.	Employer.
30 days	**SELECTIVE SERVICE:** Male veterans born in 1960 or later years must register.	Any U.S. Post Office; overseas at any U.S. Embassy or consulate.



In the Indian Ocean, two CH-46s from Helicopter Combat Support Squadron 5, (HC 5) Detachment 5, conduct replenishment from USNS Spica (T-AFS9) to USS Enterprise (CVN 65). Photo by PHC Chet King.



Liberty Weekend

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ALL HANDS

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MAGAZINE OF THE U.S. NAVY

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1986–87 NAVY BASKETBALL SCHEDULE

November	
22	Tip-Off Classic @ Springfield, Mass. Navy vs. North Carolina State
28–29	Cutlass Classic @ East Lansing, Mich. Navy vs. Utica Michigan State vs. Eastern Michigan
December	
5	**Yale**
8	**St. Leo**
27–29	Runnin' Rebel Classic @ Las Vegas, Nev. Navy vs. Old Dominion UNLV vs. Idaho State
January	
3	***UNC-Wilmington**
5	***East Carolina**
8	***Richmond (HTS)**
10	*at James Madison
12	*at George Mason (HTS—Home Team Sports)
14	at Lafayette
17	***American**
19	**Delaware**
21	at Drexel
23	***William & Mary**
25	at Kentucky (ABC)
31	*at UNC-Wilmington
February	
2	*at East Carolina
5	***James Madison**
7	**Miami @ Baltimore Civic Center (CBS)**
9	***George Mason (HTS)**
11	**UMBC**
14	*at American
16	*at William & Mary (HTS)
21	**Army**
24	*at Richmond (HTS)
28	CAA Tournament/quarter-finals @ Hampton, Va.
March	
1–2	CAA Tournament/semi-finals and final @ Hampton, Va.

* – Colonial Athletic Association game
Bold Face – home games

ALL HANDS

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63rd YEAR OF PUBLICATION



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Front Cover: Crew members of CGC Eagle (WIX 327) working aloft to set sail. Photo by JO2 Lynn Jenkins.

Back Cover: USS Bonhomme Richard vs. HMS Serapis, Sept. 23, 1779. Oil painting by Anton Otto Fischer, reproduction courtesy of Navy Art Collection.

Navy Currents

Credit cards in overseas NEXs

Credit card privileges for Visa and MasterCard have been extended to overseas Navy exchanges in Naples, Italy; Rota, Spain; the United Kingdom; Guantanamo Bay, Cuba; Keflavik, Iceland; Bermuda; Argentia, Newfoundland; Guam; Navy Resale Activities in Antigua, West Indies; Yokosuka, Japan; Subic Bay, R.P.; Christchurch, New Zealand; and Exmouth, Australia.

Charges will not be affected by foreign currency fluctuations since the credit card transactions will be processed through American banks and the sales recorded in U.S. dollars.

Customers can use their credit cards at Navy Lodges, the exchange's 44 retail stores, florist shops, optical shops, country stores and toylands, uniform centers, stereo shops, personalalized service centers, beauty salons, furniture stores and auto accessory stores.□

EOD techs wanted

The Navy is looking for volunteers to become explosive ordnance disposal technicians.

The EOD community is expanding and the Navy is establishing three new EOD mobile units. Interested men and women in paygrades E-1 through E-6 may volunteer for EOD training.

Upon graduation from basic EOD training, people are assigned to sea duty with EOD Mobile Unit 1, Pearl Harbor; or with EOD Mobile Unit 2, Fort Story, Va. Following tour completion with a mobile unit, EOD technicians may be assigned to one of the 35 permanent shore detachments worldwide.

EOD technicians can receive $360 per month in diving, hazardous duty, parachute and special duty assignment pay as well as gain eligibility for selective re-enlistment bonuses.

For more information, write: Commander, Naval Military Personnel Command (NMPC-401D), Department of the Navy, Washington, D.C. 20370-5401; or call Autovon 224-1091, commercial (202) 694-1091.□

Medical care billing

The process by which civilian medical facilities are reimbursed for emergency treatment given to active duty personnel has been revised. Under the new program, beginning Oct. 1, 1986, the Offices of Medical Affairs (OMAs), located at Naval Regional Medical Commands, will assist active duty personnel in getting civilian bills paid for emergency care received at civilian medical facilities. At present, Blue Cross and Blue Shield of South Carolina provides this service.

The change requires active duty personnel who are treated at a civilian medical facility to submit bills to the appropriate OMA, determined by where civilian treatment was received. The OMA will determine the validity of the claim and then will forward the bill to the appropriate Navy finance office for payment. The change will not result in any costs to the active duty member, but will affect the process by which medical claims are handled.

Blue Cross/Blue Shield is responsible for processing claims and responding to correspondence received before the Oct. 1 deadline. Claims submitted to their offices after that time will be returned to the sender unpaid, with correct filing information.□

No drunk driving

If a serious injury or death is caused by drunk driving by a service member or a veteran receiving benefits from the Veterans Administration, that person or his/her dependents could lose their benefits.

The VA will deny benefits to a service member if a death or injury is the result of "willful misconduct." A VA regulation defines that as dangerous action taken with full knowledge of the risks involved, or a "wanton and reckless disregard for its probable consequences."

The VA usually bases its determination on police and hospital reports as well as the line-of-duty report prepared by the appropriate service.

The VA has determined that driving while drunk or drugged can constitute "willful misconduct."□

Enlisted continuation policy

Waivers have been tightened under the enlisted continuation policy for enlisted people who want to stay in the Navy but have not progressed in rate in a certain number of years.

Each waiver will be examined on an individual basis. Taken into account will be the relative manning of the rate, promotion opportunity, the specific NEC of the requester, and the type of duty (sea/shore) to which the person will be ordered.

The tightened guidelines are due to:

- Mandated cuts to the Navy's end strength from the present and future;
- More people being on shore duty who were serving beyond the High Year Tenure (HYT) points; and
- Fewer promotion opportunities for less senior members in the ratings.

The continuation policy contained in OpNavInst 1160.5A soon will be cancelled and incorporated into the Naval Military Personnel Command Manual. Enlisted people who desire continuation should submit their requests in accordance with the OpNav instruction.

See your command career counselor for further information.□

We've moved!

As a reminder, *All Hands*, and the entire NIRA organization, have moved to Arlington, Va. Our new mailing address is:

All Hands magazine
Commonwealth Bldg., Rm. 1046
1300 Wilson Blvd.
Arlington, Va. 22209-2307

Our new telephone numbers are : (202) 696-6874; Autovon 226-6874.□

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NIRA Print Media Division also publishes *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 696-6874; AUTOVON 226-6874 for editorial; (202) 696-6878, AUTOVON 226-6878 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Arlington, Va. 22209, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. Other correspondence and submissions to *All Hands*, NIRA Print Media, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

A boot camp for KIDS

It's a midsummer's day. Sweat rolls off the little boy's forehead as the infernal buzz of the shearing clippers draws closer to his ears. "I didn't know *this* was going to happen to me," he says, as tears form in his blue eyes and clumps of curly blonde hair fall in his lap. Later, in the chow hall, among new friends, he rubs their heads, and his own, laughs, and says, "Heck, it's not *that* bad."

The haircut is a first step, at least for the boys, that the 171 recruits, 11- to 14-year-old boys and girls, will take toward graduation this summer from the Navy League Sea Cadet boot camp at Naval Air Station Patuxent, Md.

Sea Cadet Commander Henry Mooberry, the commanding officer of the boot camp, is talking about the discipline, structure, and care that the camp provides for the Navy League Cadets, when suddenly boys come thundering down the ladder outside his berthing area. "Get that cover on!" he screams. "The little monsters," he mutters to himself with a smile.

For the rest of the day, cadets arrive via airplane, car and bus from around the country. A small company will even come from Bermuda.

Kids in baggy uniforms make up a ragtag outfit that marches off to the base dining facility. Older Sea Cadets, 14- to 18-year olds chosen as company commanders, call cadence and yell at the "little baldies" to stay together. At the chow hall, recruits are introduced to Navy cuisine: "bug juice," "sliders," and that "funny-looking gelatin" that is almost always impossible to cut.

It's going to be a long 10 days for these kids. One boy says, "The only fun I have is when I go to sleep. Even then, there is not much fun in only four hours."

Mooberry laughs about this. "He's only been here a day or two. We had a kid just like him last year. He took a while to get settled down, but when it came time to send him home, we had to drag him onto the plane.

"They want to come," Mooberry says. "They know it's not a summer camp. It's as close to the real world as we can come up with—for little kids.

"The kids help pay for this themselves," Mooberry adds. "They pay entrance fees and dues on an annual basis. The units are sponsored by the Navy League Councils—there's no Navy money or taxpayers' money of any kind paying for this."

There are more than 200 Sea Cadet units around the nation, Mooberry points out. These consist of Sea Cadets, age 14 to 17, and Navy League Cadets, age 11 to 14. "The Sea Cadets have had a regular two-week, Navy-type boot camp for many years—at Orlando, San Diego, Great Lakes. What we have now for the Navy League Cadets we started here at Pax River four years ago. Now there are five others as well.

"Most kids want to be treated like young adults. With this program we can give them that discipline, structure, and attention they are looking for but can't always find. Anyone interested can write us at Navy Sea Cadets, 2300 Wilson Blvd., Arlington, Va. 22201," Mooberry adds.

"People better be watching me, I'm not going to show you again," Wanda Reas, a 16-year-old company commander, tells a group of recruits gathered around her. She's showing them how to make up a perfect rack.

A first class petty officer in the Sea Cadets, she was taught to make a barracks bed, regulation-style, by a regular Navy company commander at Recruit Training Center, Orlando. Wanda attended a Sea Cadet boot camp there. Her rack, in the girls' wing, has sheets stretched so tight that a quarter bounces —twice.

The first step is The Haircut. It's not always fun.









A company commander (top left) makes a point to a recruit in ranks, while another CC and a division officer (bottom left) counsel a recruit concerning his performance. A recruit (above) finds that "dress right, dress!" can be difficult when your arms are short.



Kids who may never have made their beds before are now set to the task of following her example.

The younger kids begin to look older when they start saluting, marching, and saying "yes sir" a lot. But even more impressive are the 18-year-olds who have completed basic military courses all the way up to master chief petty officer.

Sea Cadet Midshipman Andy Nicholas is one of those 18-year-olds. Just like the recruits he's now in charge of, he started in the cadets at a young age. He was a freshman in high school and, right from the start, there was peer pressure against his joining up. "The first time my friends saw me in my uniform was at a parade. I was a squad leader, in charge of a few people. After they saw that I knew what I was doing, they left me alone. It's the first time I learned to ignore peer pressure," Andy says.

The cadet program, he adds, has given him the discipline, self-esteem, and challenge he was looking for. It also provided the opportunity to explore the different aspects of the Navy and helped him decide his future.

Later, when the Army offered him a three-year Reserve Officer Training



Corps (ROTC) scholarship, Andy told them he'd rather join the Navy as a enlisted man than be an officer in the Army. He goes on active duty in October as a machinist's mate in the nuclear field. He hopes to get selected for the Naval Academy later.

As the days go by, the sound of out-of-step feet begins to dwindle. A few recruits still have a problem knowing which "left" the CC is screaming about, but they are getting the hang of drilling.

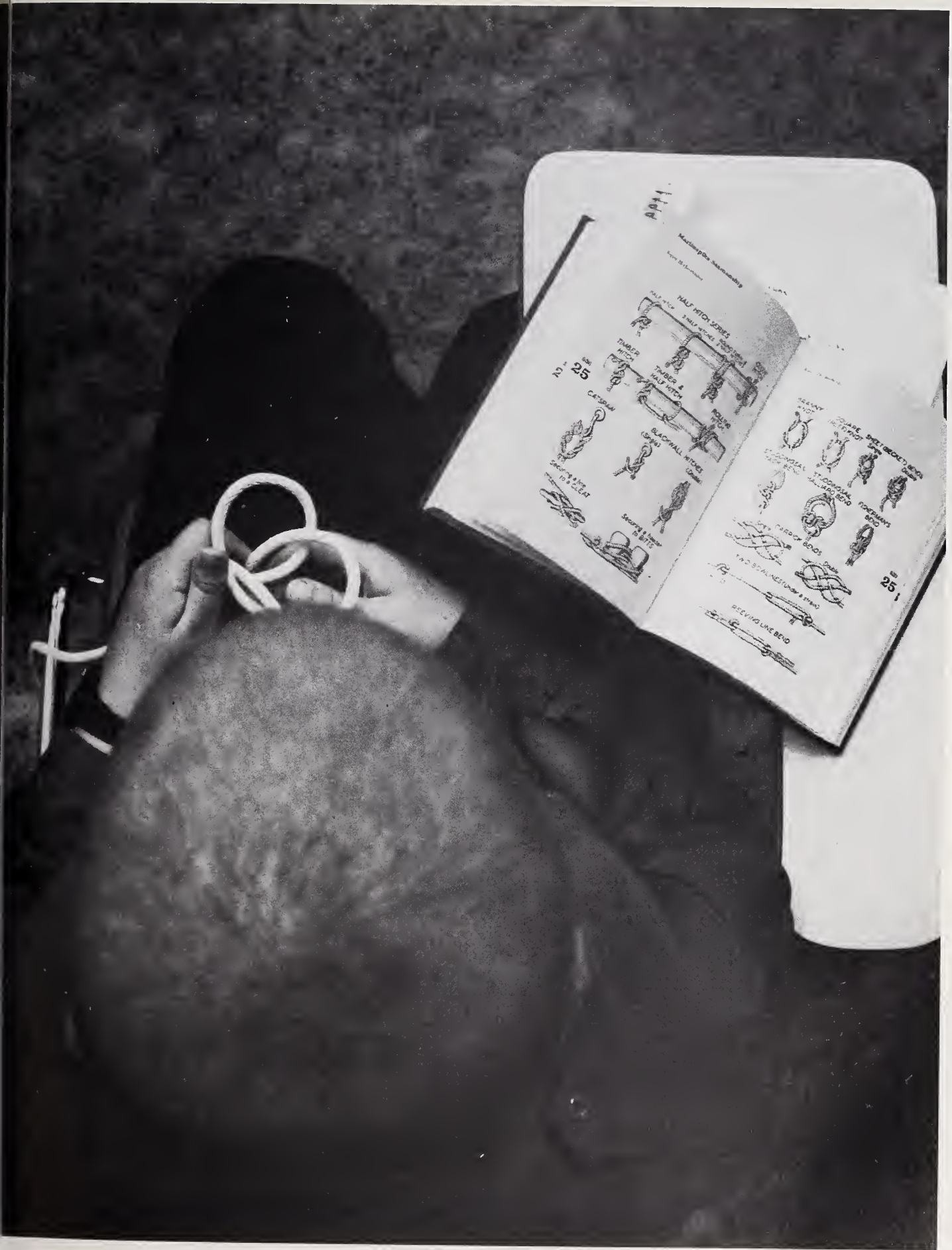
They go to lectures and learn about everything from personal hygiene to anti-submarine warfare, and even get a briefing from a member of the Defense Intelligence Agency about the Soviet navy.

They are treated like genuine military recruits from the start, so a visit to the pistol range is not out of the ordinary for them. Boys and girls alike ask questions about rounds and firing rates. But all heads turn as a jet flies close by. The aircraft is even more of an attraction than the weapons. "I've seen 'Top Gun' nine times," a little boy says with a smile.

Hours of classroom instruction are balanced with time for physical fitness and for some ordinary fun. For fitness, recruit companies compete over a 2.5-mile obstacle course on base. For fun there are trips to the base museum, swimming and playing games.

"This is a really great experience for these kids, this emphasis on fitness and discipline," says Mooberry, "and it's good for the Navy as well. As I understand it, one of the CNO's personal ex-

Cadets gain a variety of skills through hands-on instruction and book learning.


HALF HITCH SERIES
TIMBER HITCH
TIMBER & HALF HITCH
CATSPAW
BLACKWALL HITCHES
SHEET BEND
FISHERMAN'S BEND
REEVING LINE BEND

cellence goals is to help bring the best kids possible into the Navy and the Navy League program certainly helps do that." Mooberry also points out that the program is for young people from a variety of socio-economic backgrounds. "We've had kids from the inner cities and admirals' kids, and it's been a good thing for each of them."

Since all good things must come to an end, the graduation everyone has been talking about is soon only hours away. Enthusiasm is so thick in the air that it seems the recruits are drawing it into their lungs as they breathe.

Cadets fall into their company formations, the honor company in the lead, and start to sing, *"Momma, momma can't ya see/what the Navy's done to me,"* as the column of miniature sailors takes to the street to march that last mile—to graduation.

The cadets' graduation ceremony is formal and follows its set schedule closely. Cadets stand sweating at attention; there is no breeze in the crowded gymnasium. The CO of the base steps to the microphone to say a few words. The proud, beaming parents strain to hear his words of praise.

Using the graduation pamphlets as fans, parents sit anxiously waiting for that opportunity to grab their kids and give them hugs.

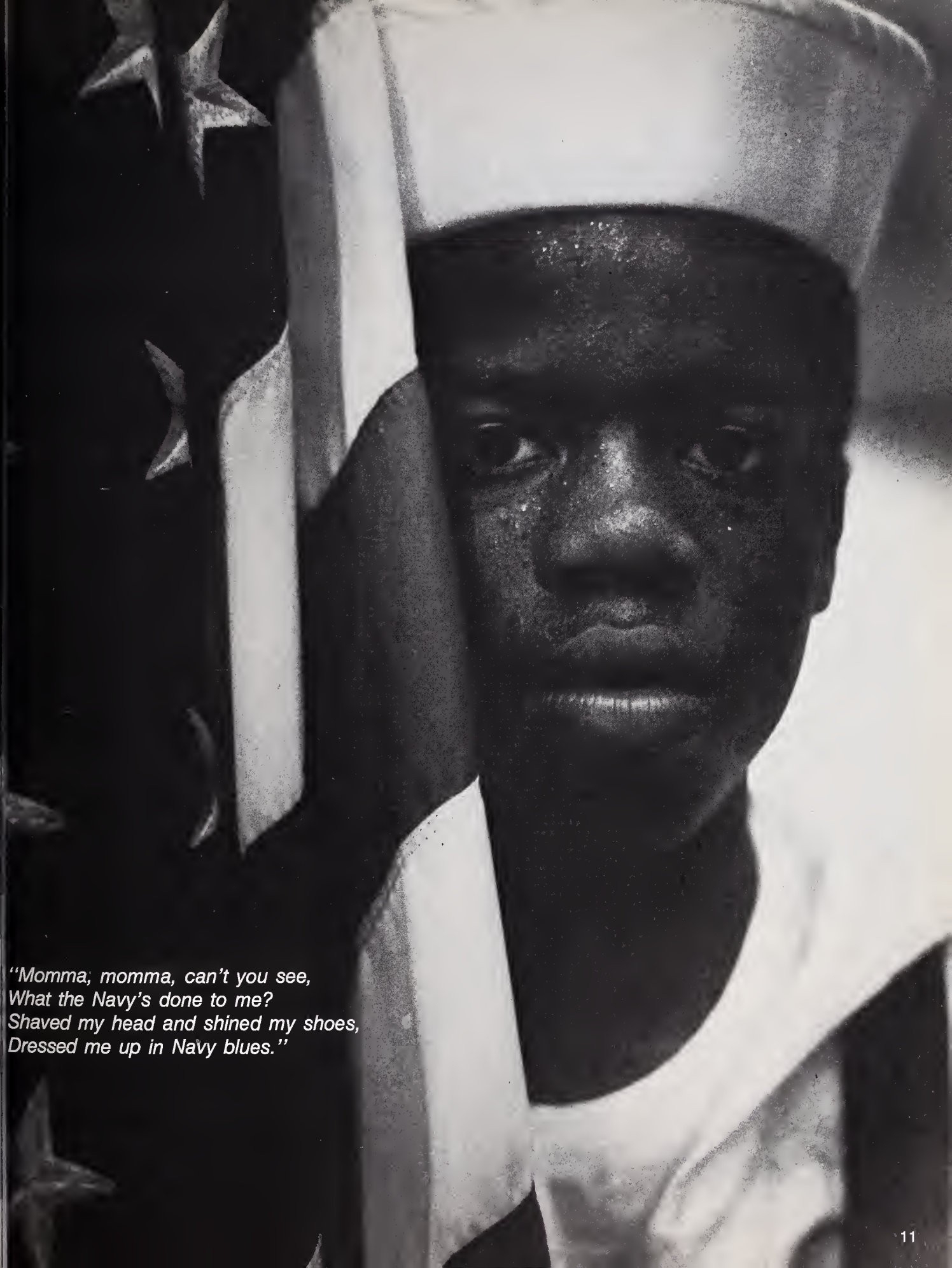
Finally it's over; hats have flown, juice and cookies have been served, and it's time to pack up seabags and go home. "I tell myself every year that I'm not going to break down and cry at graduation," Mooberry says. He doesn't always make it. "It's just that you see these little kids come in here and try so very hard!"

Cadets pass around addresses. They talk of "next year." A little boy says, "Damn, I'm gonna miss this place." Then, "Let's go home, momma."□

—Story and photos by PH1 Chuck Mussi.



Some recruits need a lift during exercise periods.



"Momma, momma, can't you see,
What the Navy's done to me?
Shaved my head and shined my shoes,
Dressed me up in Navy blues."

Cutlasses and

The foundation of our country's great maritime tradition and heritage of freedom was built and sustained for nearly a century by our sailing fleets that plied the oceans of the world. In commemorating the role played by the U.S. Navy's sailing ships-of-the-line in establishing and defending the freedom of the seas and the individual liberty we all enjoy today, All Hands *presents a sampling of the Navy's greatest achievements in the days of fighting sail.*

American Revolution

Bonhomme Richard defeats HMS Serapis

On the night of Sept. 23, 1779, the U.S. frigate *Bonhomme Richard*, under the command of fiery-tempered John Paul Jones, fought to a standstill and captured the British warship HMS *Serapis*, in a desperate three-hour shoot-out off Flamborough Head, Yorkshire, England. The intensity of the battle was such that it left both ships battered, blasted wrecks and claimed the lives of 320 Colonial and British sailors and Marines, nearly half of those engaged.

The stage for battle was set when *Bonhomme Richard* and the two French frigates *Alliance* and *Pallas* sighted a British convoy of 41 ships off Flamborough Head on England's eastern coast. The convoy was escorted by the warships *Serapis* and HMS *Countess of Scarborough*.

Jones signalled *Alliance* and *Pallas* to come about to battle formation and then set *Richard*'s course straight for *Serapis*. As a ruse, Jones had his ships flying the British jack and as *Richard* approached *Serapis*, Capt. Richard Pearson, commanding officer of the new 50-gun British warship, challenged Jones to identify himself. Jones refused to reply. Hailing once again, Pearson admonished the approaching ship to identify itself or "I shall be under the necessity of firing into you."

But Jones refused to respond and when both ships were nearly abreast of



Artwork courtesy of Navy Historical Center

The magnitude of the battle between Bonhomme Richard (right) and Serapis is clearly depicted in this artist's conception of that famous sea fight of Sept. 23, 1779. After hearing of Jones's stunning victory over Serapis, England's First Lord of the Admiralty wrote one of his Home Fleet captains, "For God's sake, get to sea! If you can take Paul Jones you will be as high in public estimation as if you beat the combined fleets!"

one another, beam to beam, Jones ordered his quartermaster to run up the U.S. colors and told his gunners to open fire as *Serapis* fired a withering broadside of its own. The battle was on.

Richard's second salvo nearly ended in disaster when two of its main battery guns exploded, killing the crews at those guns and maiming and wounding others in the lower gun deck. The explosion ripped a jagged hole in *Richard*'s side and started fires throughout the shambled deck as *Serapis* continued to rake *Richard* with devastating broadsides that tore the ship from stem to stern.

With most of his main batteries out of action, Jones signalled *Alliance* and *Pallas* to come to his aid, but the two frigates refused to obey and Jones was compelled to continue the fight against the faster, more heavily-armed *Serapis* alone.

Gutted below decks and on fire, *Richard* was taking a terrible beating and the crew suffered an agonizing bloodletting as they courageously traded broadside for broadside with the enemy, using the few cannon they had left.

Jones, convinced that *Richard* could no longer duel effectively against the superior firepower of *Serapis*, decided he had to take the enemy by boarding or face being cut to pieces. And it was during the battered *Richard's* maneuvers to go alongside *Serapis* that Pearson asked Jones, "Do you surrender?" only to receive Jones's defiant reply, "I have not yet begun to fight!"

As Jones tried to put *Richard* across *Serapis*' bow to rake her, the British ship's bowsprit rode up onto *Richard*'s poop deck and got tangled in the mizzen rigging. Jones, grabbing hold of one of *Serapis*' parted forestays, lashed it to the mizzenmast, thus tightening *Richard*'s hold on its adversary. The two combatants now were locked bow to stern so closely together that their guns were pressed against each other's side. For three terrible, bloody hours the two ships pounded each other mercilessly at point-blank range as sailors and Marines on both sides fought each other with musket, cutlass, pistol and grenade.

Well into the battle, it looked as if *Serapis* would carry the day as its guns continued to rip *Richard* apart and put out of action, one by one, the few cannon the stricken, sinking ship had left.

Suddenly, a chain of explosions rocked through *Serapis*. A grenade had been lobbed into a hatch leading to the warship's lower gun deck and exploded in a powder box, setting off other powder boxes down the line. As *Serapis*' gunners rushed up to the main deck to escape the holocaust below, they were met by a swarm of boarders from *Richard*, resulting in fierce hand-to-hand combat.

As the melee raged on the burning deck of *Serapis*, the French frigate *Alliance* finally sailed into the fray and took up a raking position off *Serapis*' bow, despite the fact that *Richard* was between it and *Serapis*.

Alliance opened fire with two broadsides that slammed into what was left of *Richard*. Many of the cannon balls passed through the gapping holes in *Richard*'s side, striking *Serapis* enough times to force Pearson to surrender.

The battle was over. Upon accepting Pearson's sword, Jones put his wounded aboard the captured *Serapis*. Although badly mauled, the British ship was still seaworthy. The next day when *Bonhomme Richard* sank, Jones took command of the captured warship and sailed for Holland, having humbled a powerful foe in what was to become one of the U.S. Navy's most celebrated victories.

French 'Quasi-War'

Constellation defeats L'Insurgente

Shortly after its success in the American Revolution, the fledgling U.S. Navy was called upon to fight an undeclared sea war with France. France and England were at war and both countries were violating the rights of noncombatants on the high seas, seizing neutral ships and cargoes bound for English or French ports.

But France went a step further by sending out its privateers and warships to maintain a blockade of U.S. ports and lie in wait offshore to waylay American merchant ships bound for England or the British West Indies. Challenged by this brazen violation of neutral rights, Congress, in May of 1798, ordered the Navy to drive the French ships from American waters and protect the new nation's neu-



USS Constellation (left) unleashes a broadside into the French frigate L'Insurgente off the island of Nevis in the West Indies in 1799. After the battle, a boarding party from the victorious Constellation reported that L'Insurgente "resembled a slaughter house."

tral rights on the open sea.

The first major victory for the Navy came nine months after the "Quasi-War" with France began. On Feb. 9, 1799, the U.S. frigate *Constellation*, commanded by the tough disciplinarian Thomas Truxtun, was on a raiding foray against French naval bases in the Caribbean when he tangled with the French frigate *L'Insurgente*.

Reputed to be the fastest frigate in the world at that time, *L'Insurgente* wasn't able to avoid a confrontation with *Constellation*, which overhauled the French warship during a heavy squall, after high winds had taken away the Frenchman's main top mast.

Although the two ships were evenly matched in size, Truxtun had a decided advantage in firepower, being able to lay down a total broadside weight of 432 pounds to the Frenchman's 282 pounds and Truxtun intended to lay it on with a vengeance.

Outgunned, the French captain ordered his gunners to try to shoot away the rigging of *Constellation* in an effort to make the ship unmanageable. But this attempt failed and, still taking a severe pounding from Truxtun's broadsides, the French opted for the only other alternative: attempt to close on *Constellation*, secure the two ships with grapnels and board the enemy for hand-to-hand combat.

Seeing the enemy's intent, Truxtun pulled *Constellation* ahead, gained a good raking position and broadsided *L'Insurgente* from stem to stern at point-blank range, making rubbish of its decks and blasting guns from their mounts.

Unable to withstand this terrible pummeling, the half-wrecked *L'Insurgente* hauled down its colors and surrendered. The crippled French ship's decks were spattered with the blood of 29 dead and 71 wounded seaman, a heavy toll in comparison to *Constellation*'s two killed and two wounded.

This battle between *Constellation* and *L'Insurgente*, which lasted less than an hour, would become the most famous of the sea engagements between France and the United States during those troubled times. It was a victory that inspired national pride in the Navy and gave notice to any world power who might wish to do us ill, that the U.S. Navy should not be taken lightly.

Tripolitan War

Enterprise confronts the corsair Tripoli

The "Quasi-War" with France had been over less than three months when, in May 1801, the U.S. Navy found itself embroiled in a war with Tripoli, in the Mediterranean.

For years, the North African states of Tripoli, Tunis, Morocco and Algiers, collectively known as the "Barbary" states, had been running a protection racket in the Mediterranean at the expense of European and American shipping. Maritime powers were given a choice of either paying an annual tribute to the Barbary leaders for uninhibited passage in the Med or risk the capture of their ships, cargoes and crews by Barbary pirates.

Following the example of European powers, the United States had been paying tribute on a regular basis. That was until 1801, when President Thomas Jefferson refused to pay the Pasha of Trip-



USS Enterprise (left) battles the Barbary corsair, Tripoli, off Malta, August 1801. Roundly defeating the pirate vessel in a three-hour fight, Lt. Andrew Sterett, commanding Enterprise, sent Tripoli back to North Africa without its guns and with only one mast.

oli the going rate. In a pique, the Pasha declared war on the United States and the U.S. reciprocated by sending warships to the Pasha's home waters.

In the first naval action of the war with Tripoli, which would last for four years, the little war schooner USS *Enterprise* roundly defeated the Tripolitan corsair *Tripoli* off Malta on Aug. 1, 1801.

Enterprise, under the command of Lt. Andrew Sterett, was on blockade duty when it encountered the 14-gun corsair. In his report to Commodore Richard Dale, Sterett succinctly described the action. "I have the honor to inform you that . . . I fell in with a Tripolitan ship of war called the *Tripoli*, commanded by Rais Mahomet Rous. An action commenced within pistol shot, which continued three hours incessently. She then struck her colors . . . having 30 men killed and 30 wounded . . . . We have not a man wounded, and we have sustained no material damage."

Although the enemy had feigned surrender twice during the action, trying to sucker Sterett into coming alongside close enough to rake him, the cheap ruses failed and in the end *Tripoli* was ignominiously captured. Since Sterett's orders didn't allow him to take prizes, he jettisoned all of *Tripoli*'s remaining cannon over the side and sent the corsair limping home with only one mast, the other having been shot away in the battle.

This fight between *Enterprise* and *Tripoli* sent a clear message to the Pasha and others of his ilk, that from here on the Mediterranean would no longer be their own private lake and the U.S. Navy would be paying tribute in cannonballs.

War of 1812

Constitution overwhelms HMS Guerriere

Capt. James Dacres, commanding officer of the British frigate HMS *Guerriere*, once proclaimed that he would bet his hat that he could beat any American ship in "a few minutes tête-à-tête." Little did Dacres realize that the U.S. Navy also had a gambler who would cover that bet and call the British captain's bluff.

On Aug. 19, 1812, USS *Constitution* returning from a cruise in Canadian waters, met *Guerriere* in combat 700 miles east of Boston. In this first encounter between frigates in the war, Capt. Isacc Hull would hand the Royal navy its first major defeat in 14 years.

As the two ships maneuvered to close for battle, Dacres was so eager to fight that he opened fire at long range, his shots having no effect as they dropped far short of *Constitution*. Hull held his fire as he maneuvered *Constitution* on an



HMS Guerriere is left a complete wreck after engaging USS Constitution in a spirited sea battle off the Massachusetts coast Aug. 19, 1812. During the early stages of the battle, Constitution's commanding officer, Isacc Hull, a rather plump man, got so excited as he moved his ship into raking position that he joyously leaped into the air when he ordered his gunners to fire and split the seat of his silk pants. He went on to whip Guerriere despite an exposed derriere.

intercept course, avoiding possible fore-and-aft raking fire from the British.

Constitution yawed to prevent rakes, closed to 50 yards and swung squarely ahead of *Guerriere* before Hull gave the command to fire and unleashed a crashing broadside into *Guerriere* which nearly wrecked the Britisher.

Seeing the enemy reeling under the punishment of their cannon, *Constitution*'s gunners sent up the cry, "Hull her! Hull her!" Hull did just that. He ordered the gun muzzles depressed and in the next broadside ripped *Guerriere* from its waterline to the bulwarks.

Although taking a terrific pounding, *Guerriere* could still be sailed and Dacres swung *Guerriere* around and ran his bowsprit in *Constitution*'s rigging, locking the two ships together. At the same moment, Hull and Dacres ordered "boarders away!" and sailors and Marines on both ships joined in hand-to-hand combat with pistols and cutlasses.

As mayhem raged on *Guerriere*'s bloody, broken deck, the wind began wrenching the two ships apart and Hull called his boarders back in time to prevent them from being trapped and then ordered his gunners to fire at will. A broadside was delivered that shattered *Guerriere*'s foremast and toppled the mainmast. The British frigate began to list dangerously and nearly capsized.

Hull stood off as *Guerriere* literally fell apart. Dacres lowered his colors in a signal of surrender, realizing he could no longer fight with his hopelessly battered ship. In less than an hour, Dacres had not only lost his ship, but suffered 79 men killed or wounded as opposed to Hull's 14 casualties.

Having been brought on board *Constitution*, Dacres offered his sword to the American captain. Recalling Dacre's boast, Hull refused the sword and said, "But I will bother you for that hat."

Hull had intended to tow *Guerriere* into Boston but the ship was so wrecked and taking on so much water, that it failed to respond to the towline. As a result, Hull took the British crew on board *Constitution* and blew up the enemy ship.

The victory over *Guerriere* gave a great boost to American morale in a war that had seen a dreary series of defeats, especially by U.S. land forces. The war would go on for another two years and during that time the U.S. Navy would best the British in other sea battles and thus establish a tradition of victory.□

—Stories by JO2 Mike McKinley

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Man-o'-war

Life of sea and sails

It was a hard life, where the boredom was relieved only by the danger. But for all the hardships, the romance of life aboard the tall ships persists today.

The era of the old sailing Navy often has been dramatically described as the days of "wooden ships and iron men," evoking images of tall men-o'-war slicing through the sea, with course on course of white canvas trapping the wind, as robust, jolly tars scurry about the rigging and spars, carrying out their duties with their ever-present cutlasses at their sides.

But for the sailors who actually served aboard a U.S. Navy man-o'-war in the late 18th and early 19th centuries, life wasn't quite as romantic as our modern imaginations can lead us to believe. With the exception of the excitement of an occasional battle, monotony, iron discipline, hard work, bad food and poor living conditions made up the fabric of life aboard the tall ships of yore.

In the U.S. Navy, a man generally shipped for three years and was then discharged. During the Revolution, however, it wasn't unusual, at least for British sailors, for a man to commit himself to a ship until it was decommissioned, which could make for a long stretch of sea duty.

Enlisted men were divided into five classes within a ship's pecking order: petty officers, seamen, ordinary seamen, landsmen and boys. The petty officers, selected by the captain, constituted the uppercrust of enlisted personnel. They were the ones who performed the duties of master-at-arms, boatswain's mate, quartermaster, yeoman, gunner, armorer, sailmaker, carpenter, cooper and coxswains.

The seamen and ordinary seamen, though not selected specialists like petty officers, nonetheless were very proud of their profession and knew they could eventually be selected for petty officers once they proved their worth. As for the landsmen and boys, they were considered "green as cucumbers, never having smelt salt water." These latter individuals would be given the more menial tasks about the ship, with the boys often being assigned as servants to the officers.

Although the ships generally were clean, crew living spaces below decks were crowded and uncomfortable. The typical berth was a hammock, measuring 9 feet in length and 18 inches in width. Living in such close proximity, sailors had little space for personal belongings, other than what one might fit in a sea bag



or small sea chest. Ventilation was poor and the air often foul, encouraging one sailor to comment that the "men lived almost like kenneled dogs."

For chow, the crew was divided into messes of 15 to 20 men each, with each member taking his turn waiting on tables. The daily bill of fare was quite limited and consisted of such gastric delights as hardtack and salt beef or pork. Sometimes a culinary Frankenstein, referred to as Lobscouse, a hash consisting of salt beef and potatoes, would be introduced for occasional variety. The main meal would be topped off by an indigestible plum pudding that could be washed down with tea or coffee made with marginally potable water if one so desired.

For sailors subsisting on such a diet, scurvy was a big problem, as were the ravages of smallpox and cholera, especially if a ship was sailing in the tropics. Consequently, on the larger ships, a surgeon was assigned to tend ailing seamen. Some were capable practitioners, but more often ship's doctors were amateurs at best and drunkards at worst, incapable of making a living on the outside.

Discipline on board was harsh and the cat-o'-nine-tails was the preferred instrument of punishment. Flogging offenses included, but were not limited to: drunkenness, fighting, theft, cursing, disobedience, sleeping on watch, and smuggling liquor on board. Although the ship's captain was legally bound to limit the punishment to 12 lashes, a court-martial could sentence a man to up to 100 lashes, depending upon the crime.

Yet the most severe punishment a sailor could undergo was to have his grog ration stopped. Grog was the one cherished amenity that could brighten his dreary existence. Sailors would manfully stand up under 100 lashes if it meant saving their grog. The regular daily ration on a man-o'-war was one pint of spirits, usually whiskey, with a double allowance on Christmas. The average 44-gun frigate carried a whiskey cargo amounting to 100 barrels.

The routine of day-to-day duties was unvaried. If a sailor wasn't on watch, he would be holystoning or swabbing the deck, shining the brasswork, mending the sail, working the rigging or drilling with the cannon, cutlass and musket. There was little free time and virtually no privacy since officers and petty officers constantly had their eyes on the crew and woe to the man who didn't tend to his duties.

But despite the privations and harsh discipline, the man-o'-war sailor did his job well, often in the face of the gravest danger. His courage in battle has left an indelible mark in U.S. maritime history and played a major role in ensuring the freedom of the country.□





Sailing with Eagle



It's zero-dark-thirty, it's cold and it's strangely quiet—for a ship under way. It's the kind of silence where every small noise is amplified over and over. Seaman Joseph Humel, getting ready for the 0400 to 0800 watch, is careful not to wake any of his shipmates in the berthing compartment as he dresses with quiet, efficient movements. Finished, he peers through the red glow of the night lights to see if he's awakened anyone. Relieved that he hasn't, he leaves the compartment and heads down the passageway.

As he moves through the ship, small noises begin to accumulate: cooks starting breakfast, watchstanders making rounds, the hum of electrical and mechanical equipment. Still, there is an underlying, almost eerie silence.

There's something different about this ship.

As Humel steps out of the passageway and onto the ship's teakwood deck, that difference becomes apparent: the interior noises recede, engulfed by the gentle swell of water rushing against the ship's hull and the wind rustling through billowing sails, silhouetted against the pre-dawn moon.

After properly assuming his watch, Humel scales the rigging —briskly at first, then slowly as he nears the top of the mast. From his vantage point he can see the first glow of dawn as the sun begins to break on the horizon. Another work day has begun aboard the Coast Guard cutter *Eagle*, a 295-foot, square-rigged tall ship.

A former training ship for German naval officers, USCGC *Eagle* (WIX 327) was captured by the U.S. Coast Guard as a prize of war in 1945. Today, *Eagle* performs much the same mission for the USCG Academy as she did for the German navy 50 years ago: training cadets in the ways of the sea, naval tradition, leadership and teamwork. In addition to serving as a training platform for cadets, *Eagle* also sails on training cruises for officer candidates, boatswain's mates, and quartermasters.

"It's a wonderful opportunity to train young men and women in the Coast Guard," said Capt. Ernest M. Cummings, *Eagle*'s commanding officer. "To take true novices in the ways of the sea and the *Eagle* . . . to give them the knowledge, motivation and confidence to qualify them to stand the lone watch on a tall ship that sails on the oceans of the world—it's a job you just can't beat."

Cummings' sentiments are echoed by *Eagle*'s crew. Amid the cadets, who so often are spotlighted by media that greets *Eagle* everywhere the ship makes port, is a group of hard-working enlisted crew members. Usually overlooked by the television cameras, these men and women, from the engine room to the top of *Eagle*'s mainmast 147 feet above the water, are the ones who keep the ship sailing on a day-to-day basis.

"We may moan and groan about the job occasionally, but I wouldn't trade my two years on *Eagle* for anything," said



It's a long way up—and down. Many of Eagle's sailors work and train aloft, some as high as 147 feet above the water.





Humel. "Sailing on her is a lifetime chance. Not everyone can say they've worked and sailed on a tall ship."

As a member of *Eagle*'s deck force, Humel's job is similar to that of one on the deck force in every navy, with one notable exception. While he chips, paints, swabs, and hauls lines, he also climbs through 20 miles of rigging to repair, install and set sail on America's only square-rigged tall ship.

Swaying precariously above deck, he routinely works in an environment more suited to a trapeze artist than a modern-day sailor.

Aboard a working ship reminiscent of bygone times, *Eagle*'s crew members work 14- to 20-hour days. "It's hard work now; I can only imagine what it must of have been like when *all* they had were sailing ships," said Seaman Mike Nidek.

Boatswain's Mate 1st Class James Rudd said, "She inspires strong feelings in me. I am proud to sail into port on her. I've been better received in port since I joined this crew, better than on any other ship."

A lot of hard work goes into getting *Eagle* ready for a port visit. Hours are spent repainting, scrubbing and polishing. The payoff for Rudd is seeing *Eagle* make people happy. "The average civilian who comes aboard the *Eagle* shows a tremendous amount of pride in the fact that the United States has a tall ship. It's an 'ownership' kind of pride. *Eagle* belongs to the American public."

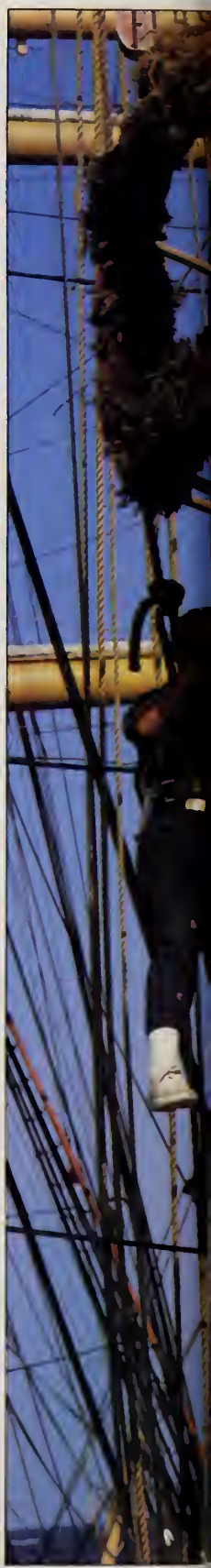
For all the difficult, often dangerous work, members of the deck force all agree—they love working on *Eagle*, especially high above the heads of the rest of the crew. "In the rigging you are away from the confusion," Humel said. Seaman Robert Robinson agreed. "The rigging is the only place on board you can get away from people and have a moment of privacy."

It's the deck force's job to climb through and repair *Eagle*'s rigging. But whether in the course of their work, out of a need for privacy, from a sense of adventure or just for the view, nearly all crew members take a turn at *Eagle*'s masts—some climbing all the way to the top.

Damage Controlman lst Class Mark Demerest said he thinks the deck force aboard *Eagle* works harder than any deck force in the Coast Guard and they should receive more credit than they do.

But he also points out that everyone in the regular crew, not just the deck force, gets involved in sailing the tall ship. "An engineer like myself does not come aboard *Eagle* and spend an entire tour below decks. Sailing is sailing, and the *Eagle* is a unique opportunity."

While under sail, *Eagle* quietly moves through the water, the throb of engines replaced by a gentle to and fro yaw, but at any moment the peace could be shattered. In olden days, it may have been a boatswain's pipe; today a siren's wail cuts across the stillness of the weather deck—the standard call for all hands to man sail stations.



Keeping Eagle's sails and rigging in working order is a challenge, one deck force members meet every day.









Cadets and crew members work side-by-side, hauling lines to turn the massive yardarms as the ship changes tack. "Heave . . . ho! Heave . . . ho!" Faces begin to show the strain of exertion as young muscles are pitted against the wind in a giant game of tug-of-war.

Deck force members, captains of the line, are on hand at each line station to direct the cadets through every phase. "Everything the cadets do is by a recipe card," said Robinson. "They learn what to do by rote." Nonetheless, everyone agrees that working the sails of a tall ship is an exciting experience.

Work aboard *Eagle* is not all the glamour and excitement of an Errol Flynn movie. Cadets must learn and perform the more mundane chores of shipboard life, and somebody has to teach them. Enginemen explain the workings of the ship's generator, boiler and 1000-shaft-horsepower engine. Crew members in CIC unravel the mysteries of that high-tech world. The galley crew keeps cadets busy with peeling potatos and washing dishes, while the masters-at-arms set others to work cleaning berthing spaces and heads and washing laundry. Every job, however menial, is considered appropriate training for a well-rounded Coast Guard officer. "We look on the training we do aboard the *Eagle* as an opportunity to positively influence future Coast Guard leaders," Rudd said.

"Training is our major mission," according to *Eagle*'s commanding officer, "but we also are involved with a lot public relations, for both the Coast Guard and the nation."

A recent example of *Eagle*'s high visibility was the Fourth of July celebration in New York Harbor. After leading the parade of tall ships, the cutter was open to the public for tours and was one of the most popular attractions that weekend.

Even with all the spotlights and media attention, it should not be forgotten that *Eagle* is an active duty Coast Guard vessel. Search and rescue operations and law enforcement missions *will* be undertaken if *Eagle* is the closest available ship on scene.

During a recent cruise, *Eagle* found a sailboat in trouble off the coast of Bermuda. The captain of the stranded vessel was asked if he wanted help. "Yes," he replied, "do you have anybody on board who knows how to sail?"

"We were kind of amused by that question," Rudd said, noting that the crew had just maneuvered their tall ship, as long as a football field, to within shouting distance of the small vessel. *Eagle*'s crew threw down a line and towed the boat safely into Bermuda.

Search and rescue, cadet training, leading the parade of tall ships—it's all in a day's work for *Eagle* and its crew, a day that begins 150 feet above the water for members of the deck force, high in the rigging of America's premier tall ship.□

—Story and photos by JO2 Lynn Jenkins





Life aboard a tall ship can be long periods of drudgery interrupted by long periods of backbreaking work.








89
COX
89
EAGLE

From prize of war to pride of the USCG

Commissioned Sept. 17, 1936, *Horst Wessel* was one of five training barques built by the Third Reich between 1933 and 1940 as sail-training vessels. Her mission: to train young German navy personnel in seamanship and as future U-boat officers.

Because *Horst Wessel*'s engines were similar to those used on the German submarines, young sailors were able to learn traditional nautical skills while working her sails and the latest in underwater propulsion while manning the diesels.

Following the outbreak of World War II, *Horst Wessel*'s training cruises were mostly limited to the Baltic, where the cadets made refugee and supply runs.

She sometimes is credited with having shot down two Soviet aircraft during this time, but according to *USCG Eagle—America's Only Sailing Square Rigger* by George Putz, published by Globe-Pequot Press, the only documented exchange of gunfire involved a near mishap with one of Germany's own aircraft.

The cadets fired three of the ship's 20mm guns at a reconnaissance plane that failed to heed several coded warnings. The pilot banked his plane to show his iron crosses painted on the wings, then landed on the water near the ship.

Once aboard *Horst Wessel*, the angry pilot demanded to see both the captain and the ship's log. Sure enough, *Horst Wessel* was 24 hours behind in its code manifest and had been sending the wrong signals.

As the war neared its conclusion and surrender became inevitable, Grand Adm. Doenitz issued general orders to "capitulate in a legal and orderly fashion," directly contradicting standing orders from the High Command that all navy vessels were to be scuttled in the face of possible capture. The commanding officer of *Horst Wessel* found his most trustworthy crew members and had them stand guard while he dismantled the permanent blasting charge that had been installed.

Coast Guard Cmdr. Gordon McGowan received the following orders in the autumn of 1945. "On or about 18 January 1946, proceed by air to London, England and report to COMNAVEU for further assignment as prospective commanding officer of the Coast Guard Cutter *Eagle* now the German ship *Horst Wessel* at the U.S. Navy advance base, Weser River, Bremerhaven, Germany.

"She lay at a bombed-out shipyard amid the ugly skeletons of shattered buildings and mountainous heaps of rubble," said McGowan, describing his first view of what was to become USCGC *Eagle*. "Her stately masts canted drunkenly to starboard as she rested on the bottom of a narrow waterway at low tide. Her gray sides were smeared with stains, the paint on her yards and masts blistered and cracked. Raised metal lettering on each side of the quarterdeck informed the world that this was *Horst Wessel*, a ship of the dead Nazi navy."

Through dedication and the teamwork of the allies, McGowan's group and what was left of her original German crew, McGowan was able to make *Eagle* seaworthy enough to sail to her new home in the United States.

Commissioned May 22, 1946, as the cutter *Eagle*, she has served and represented the United States proudly for 40 years.

Eagle's sister ships are still in service. *Gorch Fock* now sails for the Soviet navy as *Tovarishch; Albert Leo* sails under Portuguese colors as *Sagres II*; *Mircea* sails under the Romanian flag; and *Herbert Norkus* was sunk by the British after they used the still-new hull as a North Sea disposal barge.□



Rescued from a bombed-out German shipyard in 1946, Eagle has been chasing sunsets for the U.S. Coast Guard Academy for 40 years.



The Log Book

"What's past is prologue." To keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, *All Hands* presents a short review of articles that appeared in previous issues.

10 YEARS AGO—October 1976

• Gold and jewels—treasures from Egypt's tomb of King Tutankamen (King Tut) arrived in Norfolk, Va., aboard the stores ship USS *Sylvania* (AFS 2). The archeological artifacts have been placed on loan to the United States for the next two years and will be displayed in Washington, D.C., Chicago, New Orleans, Los Angeles, Seattle, and New York City. *Sylvania* received the artifacts from the oiler USS *Milwaukee* (AOE 2), which carried them from Alexandria, Egypt, to Naples, Italy, where the transfer was made.

• The first helicopter Weapon System Trainer (WST) equipped with a visual simulation system was introduced to the fleet at NAS Norfolk, Va. The trainer consists of an SH-3E Light Airborne Multi-Purpose System (LAMPS) helicopter cockpit with a four-window visual simulation system. The computer-generated image display provides detailed land and sea environments, including aircraft carrier and frigate images, surface target, sonobuoys and smoke markers.

20 YEARS AGO—October 1966

• Destroyer deployments to the Far East are usually six months. However, Destroyer Division 32 recently ended a two-year tour in the Western Pacific with 18 months spent off the Vietnam coast. The destroyers and their home ports are: USS *Repertus* (DD 851), USS *Henry W. Tucker* (DD 875), and USS *George K. Mackenzie* (DD 836) in Long Beach, Calif.; USS *Earnest G. Small* (DD 838) and USS *Joseph Strauss*, homeported at Pearl Harbor.

• The salvage ship USS *Opportune* (ARS 41) and the fleet tug USS *Shakori* (ATF 162) have completed an around-the-world trip, possibly the first such cruise for ships of their types.

40 YEARS AGO—October 1946

• A gigantic postwar naval operation involving transportation of five and a half million Japanese, Chinese and Koreans—men, women and children—is drawing to a close. The passengers are Japanese POWs, demilitarized personnel and displaced Chinese and Koreans who are being returned to their native lands by Navy amphibious craft, liberty ships and ex-Japanese naval vessels. All the passenger ships are operated or controlled by the Navy.

• Homemakers might not find it practical, but there is another method of opening cans, as Lt.Cmdr. E. B. Baker (SC) USNR, is willing to attest. It was aboard USS *Columbia* during the late unpleasantness in the Pacific that the new technique came to light. A Japanese 5-inch shell, crashing through *Columbia*'s emergency provisions storeroom, neatly sheared the tops off a quantity of cans containing meat. Baker doesn't recommend the method for shipboard use, however. Two days after the action was over, a damage control party had to don gas masks to jettison the stuff.□



USS Sylvania (AFS 2) arrives in Norfolk with 39 crates of archeological treasures from the tomb of King Tutankhamen.



Standing TALL

When it comes to U.S. Naval Academy basketball, the name to remember is Robinson. David Robinson.

As Naval Academy basketball players return to Halsey Field House for their first team practice of the 1986-87 season, they are faced with one big question: Can Navy continue its winning ways?

Last season the Midshipmen stormed their way to their second consecutive Colonial Athletic Association conference title, a 30-5 record overall and the final eight of the 1986 NCAA tournament. Whether the team is as successful this season depends a lot on how well first-year coach Pete Herrmann handles the graduation loss of starters Kylor Whitaker at guard and 6′7″ power-forward Vernon Butler, the academy's all-time leading scorer and rebounder.

Although a lot depends on replacing lost players, a lot more may depend on a returning player—senior David Robinson, Navy's All-America center.

At 6′11″ and 230 pounds, Robinson is the key weapon in Navy's arsenal and one of the best big men in college basketball.

During the 1985-86 season, he lead the nation in rebounding (13.0 per game), set an NCAA record for blocked shots in a single game (14), averaged 22.7 points a game and hit better than 60 percent from the floor. With Robinson as a starter, the

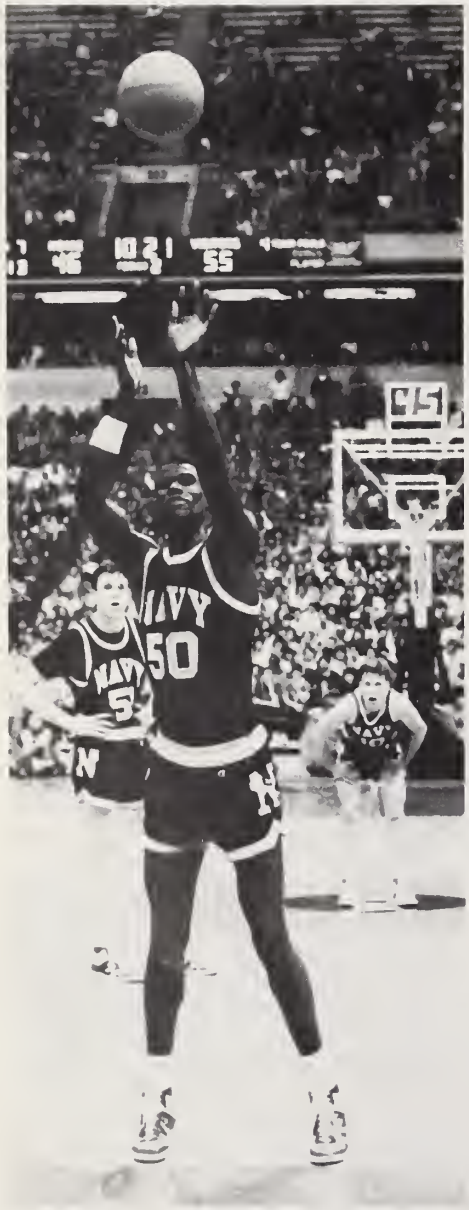
Robinson rose above most of the opposition during the '85-'86 season. Photos by Phil Hoffmann, USNA.

Midshipmen have gone 56-11. And there are those who believe that he still hasn't reached his full potential.

"When David realizes that he is the biggest and the best player on the floor for a full 40 minutes, he's going to be great," said Herrmann.

With a schedule that includes games against North Carolina State, University of Nevada-Las Vegas and Kentucky, Herrmann is counting on Robinson to help make his first season as a head coach a winning one.

Just how good is Robinson? Well, consider this: According to information supplied by the academy sports information office, if he comes close to repeating his performance as a junior, he has a shot at becoming the first player in NCAA history to finish his career with more than 2,500 points, 1,400 rebounds and a field-goal percentage of more than 60 percent.



Even if Robinson falls short of that goal, he is almost certain to join Kareem Abdul-Jabbar of UCLA and Patrick Ewing of Georgetown as the only NCAA players ever to have more than 2,100 points and 1,300 rebounds and shoot better than 60 percent from the floor.

It is somewhat ironic that such lofty goals are within reach of a man who didn't give basketball any serious thought until his senior year in high school.

Robinson first gave basketball a try as a 5'9" ninth grader, but soon tired of "warming the bench" and quit. He didn't play organized basketball again until he transferred to a Manassas, Va., high school and had a chance encounter with the school basketball coach.

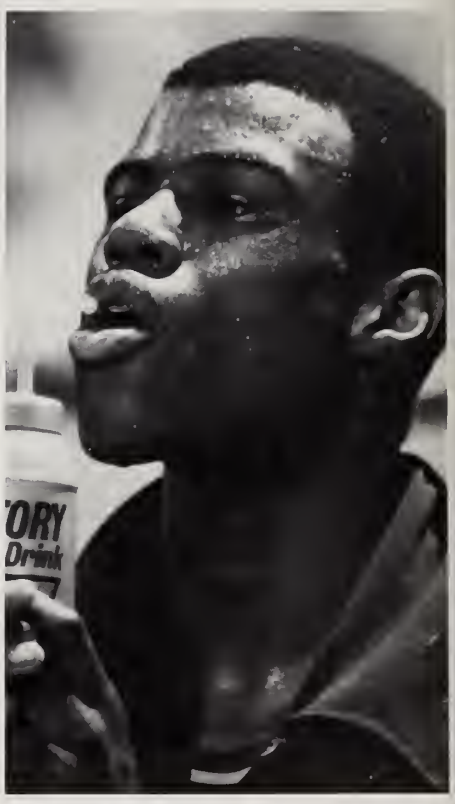
"I saw the coach in the guidance counselor's office and he asked me if I ever played," Robinson said. "I told him that I really didn't have much experience, but he asked me to come out anyway."

That afternoon Robinson tried out for the team and made it. An injury to the regular center just before the first game quickly moved Robinson into the starting position. He attracted some attention from college scouts during the season, but not much. That didn't bother Robinson, however. His academic standing was high enough to get him into just about any college he chose. Basketball was something he did on the side.

Robinson narrowed his college choices to Virginia Military Institute and the U.S. Naval Academy. His father, a retired Navy enlisted man, thought Robinson would like the Navy, but he didn't steer him toward the academy.

"He actually pushed me toward VMI

A gifted shooter and rebounder, Robinson is within reach of NCAA career records in both categories.



because he figured that if I got good (at basketball) then I wouldn't have a service obligation," said Robinson.

But well before Robinson's basketball potential became a consideration, he was already leaning toward Navy. More of a student than an athlete, Robinson had applied to the academy as a high school junior because of its academic reputation.

"My senior year I started getting calls from different schools, including the academy," said Robinson. "Since I was already interested in the academy, I came here."

The academy has a 6'6" height restriction, but up to 5 percent of the incoming class can get waivers if they are not over 6'8". Robinson just made it.

Just before his freshman year, Robinson broke his wrist in an intramural boxing match. The injury got him off to a slow start on the basketball court, but he still finished the season averaging 10.5 points and 5.7 rebounds a game. He hasn't looked back since.

He has twice been named Colonial Athletic Association Player of the Year. Following his perfomance last season,

The Sporting News, *Los Angeles Times*, *World Almanac* and ESPN named Robinson first-team All-America. The Associated Press and United Press International named him third team All-America, but the academy's sports information office is quick to point out that AP and UPI cast their votes before the 1986 NCAA tournament. Robinson averaged 22.5 points, 12 rebounds and blocked 23 shots during the tournament and captured the national spotlight with a 35-point, 11-rebound, seven-blocked-shot performance in Navy's 97-85 upset victory of Syracuse University.

Robinson is a gifted athlete, but don't mistake him for some "jock" cruising through college purely on athletic ability.

He let everyone know what his priorities were when he passed up the opportunity to transfer to another school before his junior year. If he had done so, he would have avoided his five-year military obligation and embarked on a fairly certain path toward a career in professional basketball. But Robinson, a math major with a 3.2 grade point average, chose the academy for academics, not basketball.

In fact, Robinson, a quiet man who prefers being by himself, seems ill-suited for the fame that has come with his development as one of the best basketball players in the country. To those who don't know him he can seem a bit standoffish.

"He tries not to get too involved with the press, but with the team he's just one of the guys," said former teammate Butler, now an ensign on temporary assignment at the academy.

As good as Robinson is, Navy still doesn't consider itself a one-man team.

"We've always believed that it's going to take seven or eight guys to get the job done," said Herrmann. "We've always considered David just another important part of the team."

Still, there is no denying that Robinson has been instrumental in bringing Navy out of the college basketball backwater.

"Once David leaves, we'll lose respect," said Butler. "People don't really think (Navy) can play. Everybody respects David, but not the rest of the team."

Despite all the attention he has received, Robinson seems to be maintaining a level head.

"I just have to continue doing the things I've been doing for the past three years," he said. That means keeping things in perspective while steering a steady course toward a commission.

In the meantime, Robinson feels well-prepared for the upcoming season. He got plenty of court time this summer, as the starting center for the U.S. national team that won the World Championships in Spain.

"It was an experience. I got to play with some really good players and I think I learned a lot," he said.

As for the question of whether Navy can continue its winning ways this year, Robinson admits that Butler's graduation leaves a big hole to be filled.

"It's a tough loss. He did a lot of things for us and it's going to be hard to replace him. But we have a lot of young and talented guys coming up," said Robinson.

Among the players working in tandem with Robinson this season are point guard Doug Wojick who is one of the top assist men in the country. A lot is also expected of Carl Liebert, a 6'6" forward who averaged 4.9 points and 3.6 rebounds a game in his 16 starts last season.

There is also freshmen talent on the bench, including 6'8" forward Byron Hopkins, who averaged 16 points and eight rebounds a game in high school and 6'4" guard Matt Nordmann who averaged 22 points a game. But there is still a lot of pressure on Robinson and, as far as Herrmann is concerned, that may not be all bad.

"I've never seen a good player that didn't thrive in that kind of situation," he said.

And how does Robinson feel going into the new season? "Obviously, I feel confident, but I realize that I still have a lot of work to do," he said. "I'm working toward feeling a little more confident in the key. A little more aggressive."

That's just what Navy needs for a another successful season. Anyway you look at it, a confident and aggressive Robinson in the middle spells trouble for the opposition.□

—Story by JO1(SW) E. Foster-Simeon



From fat

Excellence through body building

Story by JOSN John Brown
Photos by Perry E. Thorsvik

Pamela Bloom is an example of deceptive packaging. A dedicated body builder with a lean and muscular physique, the 30-year-old Chief hospital corpsman looks like she was born fit. It's difficult to believe that those hard-as-porcelain muscles were sculpted from what was once a 210-pound body.

"I could really pack away the food," said Bloom, recalling her pre-body building days. One of seven children, she remembers being told to "think of all the starving children in China" and to eat everything on her plate. Soon she didn't have to be told any more.

As she grew up, she ate more. "While I cooked, I would eat. Then I'd sit down and eat dinner. Then I'd clean the table and lick out pots, thinking 'I can't waste all this food.' So, eventually I just . . . " Her voice trails off, but you mentally complete her sentence with two words: got fat.

Bloom's self-esteem and self-confidence suffered as she got older and fatter. Then, spurred by hopes of finding a boyfriend, she started exercising to lose weight. But even after trimming down enough to enter the Navy, Bloom still had problems with her weight.

"In boot camp, you're forced to eat real fast, so what did I do? I piled up my tray and ate," she says. But there were only three meals a day at boot camp and regular exercise was a requirement. She was able to keep her weight in check. It was a different situation, however, when she completed recruit training and started Hospital Corpsman school.

Suddenly food was available whenever she wanted it. She even had a refrigerator in her room.



In going from 210 pounds and more meals and snacks per day than she cares to remember to 144 pounds and six days a week in the gym, Pam Bloom has paid the price, and she has the championship trophies to prove it, like the two she took at this Navy-sanctioned tournament at Annapolis, Md.

to fit

"I ate three meals a day. Then, at about 6 p.m., the hoagy truck would come by and I'd buy a great big sandwich," says Bloom, who adds that she and her roommate also ate a three-pound bag of M&Ms every day.

It wasn't until Bloom transferred to Pensacola, Fla., that she got back on track and started losing weight again. She didn't realize how much progress she was making until a co-worker persuaded her to enter a beauty contest. Taking it as a joke, Bloom entered.

She won.

Winning that beauty contest was the turning point in Bloom's life. She started playing racquetball and exercising even more regularly. When she transferred to sea duty, Bloom kept up her workouts in the ship's small weight room. When her ship moved to a new home port in Hawaii, Bloom started working out in a local gym. She met a man there who was an avid body builder. They started dating, and he developed a body building program for her.

"I remember when I couldn't even do eight sit-ups. I would work out with a two-and-a-half pound bar and think it was *so* heavy!" recalls Bloom. "But then my body started developing. That gave me the incentive to go on."

When Bloom and her boyfriend broke up, he thought that she would discontinue her body building program and start gorging herself again. He was wrong.

"I continued body building out of spite," says Bloom. "I said to myself: 'I'm not going to let anybody tell me I'm a quitter!' I started working out harder than ever."

After seven months of intense exercise, she entered her first body building contest.

She won.

Her success in that first physique competition is what really got Bloom hooked. She remembers thinking: "I want more! MORE!"

And more she has had. During her three years as a body builder, Bloom has competed in nine military and civilian body building competitions. She has taken first place in four.

Body building has done wonders for Bloom's self-confidence. "I enjoy getting up on stage and competing. I don't really care about winning," she says. "Everyone on stage is a winner because we've all worked so hard to get there. Each time I compete, I know I'm better than the last time."

Bloom spends three to four hours a day, five or six days a week in the gym and maintains a strict diet that keeps her weight down to a well-defined 144 pounds on a 5'7" frame.

Despite her dedication to body building, it is not her entire life.

Bloom seems to thrive on activity. In her off-duty hours from her current job at the Naval Medical Command in Washington, D.C., Bloom teaches an aerobics class, bicycles, paints and sews. And she has plans to start college soon.

Body building has helped Bloom fight and win her personal battle with obesity, but it has also put her face to face with some new foes—misconceptions and stereotypes about female body builders.

"Some people think it's grotesque or unfeminine for a woman to be really developed," Bloom says. "There's a fine line between fitness and unfemininity. I want to be muscular—as muscular as I can be—but I also want to be feminine. I think I've achieved that."

Still, Bloom says that because she lifts weights and has short hair, there are some people who think she is gay, an anti-male feminist or an exhibitionist who enjoys showing off her body to men.

"That's the farthest thing from my mind. I body build because it's good for me," she says. "Body building, or any kind of exercise, slows your aging process. Just look at Jack Lalane."

Bloom adds that she often sees people in their '50s and '60s featured in body building magazines who don't look their age.

"There are women body builders still competing at age 50," she says. "And I'm going to continue body building until I'm old and gray."

Whether body building will keep Bloom looking young remains to be seen, but the effect it has had on her life is obvious.

"I used to have all these doubts about myself," she says. "But look how my attitude has changed. Now it's like the sky's the limit."□

Brown, now assigned to Argentia, Newfoundland, was assigned to NIRA print media; Thorsvik, now a civilian, was a photojournalist with NIRA.

Navy muscle takes title



Armed Forces Body Building Heavyweight Champion Dan Matuszak still thinks his 220-pound body needs work. "I have to build thickness," he says.

Dan Matuszak's body is a 6-foot, 220-pound showcase. His bulging veins fan out across mounds and valleys of muscle. Tanned, oiled and stretched taut, his skin resembles a sheet of gold plate molded around sculpted rock.

But this is fluid rock—curling his arms in an upward sweep while crouching low with one leg extended, Matuszak projects power and grace.

The fluid motion freezes as he strikes another pose, willing every inch of expansion into his arms, chest and legs.

The 25-year-old blond makes it look easy. But the untold story is one of years of training required to build the body that earned Matuszak the heavyweight title at the Armed Forces Bodybuilding Championships.

A hospital corpsman 3rd class who specializes in physical therapy, Matuszak claims body building is the most difficult sport.

"It's just you," he said. "(It's not like) guys on a team who practice for a game on Friday. In body building you have to condition yourself for two or three years before you can compete on stage the first time."

A body builder since 1983, Matuszak won the all-military title his first time in competition. He attributes his success to preparation.

"The competition is really over before it starts," he said. "The guy who comes out in the best shape—with the best skin tone, the most 'cut,' the most mass—is going to win no matter what."

Twelve weeks of dieting took Matuszak down 30 pounds from his regular 250, flushing out the layers of fat and water that dulled the "cut," or definition, of his muscles. He said dieting was a strain, but he has a trick: "I think about what I want to look like. If I get hungry . . . I think about what I want to look like some more. Then I don't eat."

A daily visitor to the weight room, Matuszak bench presses 300 pounds for training. Not just once, but up and down, up and down . . . .

Despite boasting a 55-inch chest that tapers to a 34-inch waist, Matuszak thinks his body still needs work. "I'm tall and long," he said. "I have to build thickness to compete with the guys at the national level."

With his title came an invitation to a national amateur contest. "I represent the whole armed forces now because I won that show," Matuszak said. "I didn't even know it was a national qualifier at the time."

Pride in his military title may cause Matuszak to delay his appearance at a national show. "Those are some big boys. The best in the United States are going to be there, so I want to go in feeling the best I can about myself."

In the meantime, Matuszak is enjoying the publicity his championship form has earned him. He is scheduled to appear in a major body building magazine, and a few people already have started asking for his autograph.

Matuszak admits being a little embarrassed by all the attention, but then what did he expect with a showcase body like that?□

—Story and photo by JO2 David Masci, NIRA Det. 5, San Diego, Calif.

Guided missile cruiser (CG)

KRESTA II Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands *is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*

The first *Kresta II* cruiser became operational in 1970. Ten ships of this class were built.

Displacement: 7,700 tons, full load;
Length: 159 meters (522 feet);
Propulsion: Steam turbines, 32 knots;
Main armament: Two quad SS-N-14 ASW/SSM launchers (no reloads); Two twin SA-N-3 SAM launchers; Two twin 57-mm AA gun mounts;
Aircraft: One *Hormone/Helix* helicopter.

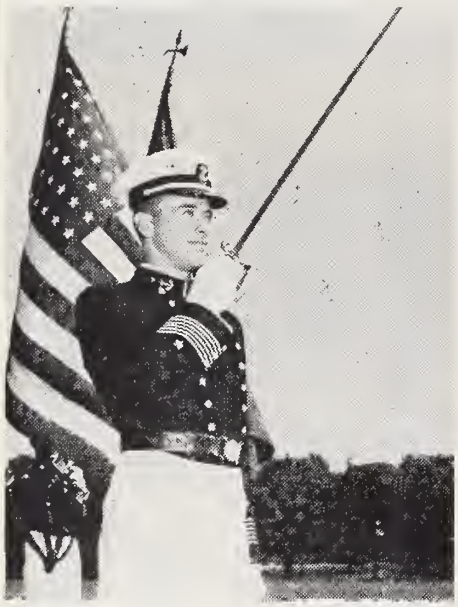
The *Kresta* cruisers are armed with eight tubes for the 30mm range SS-N-14 anti-submarine missile, twin anti-aircraft missile launchers, four 57mm AA and four *Gatling* anti-aircraft guns, 10 torpedo tubes, various anti-submarine weapons and a helicopter platform with hangar.□



Mail Buoy

Midshipman Trost

May I please call your attention to the fact that in the September 1953 issue of your magazine, page 20, you have pictured as a midshipman the just-named chief of naval operations?



I do have one copy of the issue, and if need be, I will loan it to you if you find it worthy of consideration for a future issue.

Bruce Bailen, HMC, USN-Ret.

We have the photo, thanks. We just didn't know *we had it. The man who would be CNO was honor man for the Class of '53.*—Ed.

AOCS

I am writing in regards to your article on Aviation Officer Candidate School (AOCS), that appeared in the May 1986 issue. As a graduate of that school, class 05-77, I have read with interest the various articles on AOCS that have appeared in your magazine.

Although these articles have painted a fairly close picture of the program, I feel that there are some serious shortcomings in your portrayal of AOCS and those officer candidates that go there.

I believe that you have failed to give proper credit to two other groups of officer candidates that go through the exact same program as the aviator/naval flight officer candidates. These candidates may not be destined for as glamorous a career as those who wear wings, but they nonetheless perform vital jobs in support of the entire operational posture. The two groups are the Aviation Maintenance Duty Officers (AMDO) and Air Intelligence Officers (AIO).

In a program that is almost totally geared towards flight officers with respect to academics, survival training and motivation, the aviation ground officers find themselves in a position of being an "after thought." They endure a lot of rigors that they will never need again, as well as having to keep themselves motivated in a program that does not readily provide such motivation to them.

Let us not forget that naval aviation is a team effort composed of both aviation flight officers and aviation ground officers, both groups of which go "in like a lamb, out like a lion."

—Lt.Cmdr. S.P. Clarke,
AMDO career manager

Two BB 44s?

In the article in the July 1985 *All Hands*, "The Battle for Leyte Gulf," you made a misprint, I hope. The article named some battleships and the hull numbers: "USS *Mississippi* (BG 44), *Maryland* (BB 46), *West Virginia* (BB 48), *Tennessee* (BB 43), *California* (BB 44) and *Pennsylvania* (BB 38)."

You know that we would never have two ships of the same class with the same hull number. So just to set the record straight, what are the correct hull numbers for the USS *Mississippi* and USS *California*?

—QM1 Frank Dazey
NTC Orlando, Fla.

• *Good catch. We usually feel safe from "typo" letters after a year and a half. USS* California *was BB 44 and USS* Mississippi *was BB 41. However, this sort of thing is not without precedent—see inside back cover.* —Ed.

Reunions

• **USS Pensacola (CA 24)**—Reunion Oct. 12-16, 1986, Las Vegas, Nev. Contact C. J. Tibado, P.O. Box 425, Wofford Heights, Calif. 93285; telephone (714) 971-5126.

• **USS Wharton (AP 7)**—Reunion Oct. 12-16, 1986, Reno, Nev. Contact George Howlett, 110 Central Ave., Malden, Maine 02148; telephone (617) 324-6121.

• **Army 148th Ord. M.V.A. Co., World War II**—Reunion Oct. 15-18, 1986, Louisville, Ky. Contact Jerome K. Paulson, 2903 E. Willis Ave., Perry, Iowa 50220; telephone (515) 465-5462.

• **VP 14/VB 102/VPB 102, Worlfic**—Reunion Oct. 16-19, 1986, Washington, D.C. Contact Allan R. Dresner, 7026 Wyndale St. N.W. Washington, D.C. 20015; telephone (202) 966-5054.

• **Enlisted Pilots/Navy, Marine, Coast Guard**—Reunion Oct. 16-19, 1986, Norfolk, Va. Contact Jack Hayes, 2434 Amber Ave., Norfolk, Va. 23513; telephone (804) 853-8883.

• **Navy Special Weapons Units**—Reunion Oct. 17-19, 1986, Tulsa, Okla. Contact C. Berger, 1839 So. 13th, McAlester, Okla. 74501; telephone (918) 423-4509.

• **USS Taney CG (WHEC 37)**—Reunion Oct. 17-19, 1986, Arlington, Texas. Contact Harold F. Maybeck, 1508 Arbor Town Circle No. 1025, Arlington, Texas 76011; telephone (817) 469-7289.

• **USS Zellars (DD 777)**—Reunion Oct. 17-19, 1986, Houston. Contact D.E. Warner, 420 Palomino Lane, League City, Texas 77573; telephone (713) 332-1358.

• **World War II, Korea, Vietnam U.S. Troop ships crews**—Reunion Oct. 18, 1986, Kings Point, N.Y. Contact David Ficken Sr., c/o American Merchant Marine Museum, U.S. Merchant Marine Academy, Kings Point, N.Y. 11024; telephone (516) 482-8200, ext. 304.

• **VPB 44 "Black cats of green Ireland" 1944-45**—Reunion Oct. 22-25, 1986, San Diego. Contact G. S. Bogard, 3009 Stevenson Drive, Pebble Beach, Calif. 93953.

• **USS Rocky Mount (AGC 3), Flag, Army, Marines and wounded personnel**—Reunion Oct. 23-26, 1986, San Antonio, Texas. Contact John Vreeland, 3710 Armstrong St., San Diego, Calif. 92111; telephone (619) 277-0689.

• **Banana Fleet Marines**—Reunion Oct. 23-26, 1986, Savannah, Ga. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.

• **USS St. Louis (CVE 63)/VC 65**—Reunion Oct. 23-26, 1986, San Diego. Contact E.H. Crawforth, 1910 Windsor Way, Reno, Nev. 89503; telephone (702) 747-0884.

• **USS St. Paul (CA 73)**—Reunion Oct. 28-30, 1986, Clearwater Beach, Fla. Contact Bill Shaw, Lot 214, 2112 Belle Chasse Hwy., Gretna, La. 70053; telephone (504) 392-3851.

• **USS Monrovia, (APA 31) 1942-78**—Reunion Oct. 28-Nov. 2, 1986, Cocoa Beach, Fla. Contact Hilton P. Dana, 3799 So. Banana River Blvd. No. 507, Cocoa Beach, Fla. 32931; telephone (305) 783-1320.

• **Guadalcanal Campaign Veterans Aug. 7, 1942, to Feb. 17, 1943, Army, Navy, Marine, Coast Guard, Air Force and C.B.S.**—Reunion Nov. 13, 1986, Pensacola Fla. Contact Richard R. Hennig, 2630 St. Andrews Blvd. Tarpon Springs, Fla. 33589.

Bearings

Uncle Sam's bargain store

A typewriter for $10? Mattresses, sofas, chairs and tables for a few dollars each? Sound like a price list from yesteryear or a tantalizing garage sale that ends before you get there, checkbook in hand?

Fortunately for bargain hunters both stateside and overseas, it's neither. Instead, these items represent a mere fraction of the inventories handled each year by Uncle Sam's purveyors of new and used merchandise—the Defense Reutilization and Marketing Service (DRMS), a Defense Logistics Agency activity that oversees the worldwide reutilization and disposal of excess DoD personal property. That property can cover a broad spectrum—from the tons of clothing, bedding, furniture, and office equipment that is processed through the system each year to high-tech electronic gear, motor vehicles (yes, they sell cars, too, although all the cars may not be in running condition), and even such unusual items as highly refined gyroscope lubricant valued at $2,000 per bottle.

Few households would have a need for $2,000 worth of gyroscope oil. However, more mundane items, such as paints, solvents and varnishes—things used by virtually every homeowner—also are frequently sold at bargain prices. And, with 135 DRMS field offices located in the United States and foreign countries (usually with military commands), shoppers need not look far—even if they're stationed in Panama, Turkey, Greece, Germany, Iceland, England, Spain, Puerto Rico, Japan, Korea, Australia, the Philippines, Guam, Okinawa or stateside.

With headquarters in Battle Creek, Mich., and five regional offices in: Memphis, Tenn.; Columbus, Ohio; Ogden, Utah; Camp Smith, Hawaii; and Lindsey Air Station, Wiesbaden, Germany, DRMS employs more than 4,000 civilian and military people. In 1985, 2,100 public sales were conducted worldwide property valued at more than $1.4 billion.

Through national and local auctions, national sealed bid sales, local spot bid sales, and, most important to individual buyers, through retail sales, hundreds of items were sold, providing gross proceeds of $86 million to federal coffers.

Despite the wide scope of its sales activities, first and foremost of DRMS tasks is reutilization: the reissue of excess DoD property to alternate military users, which reduces new acquisitions and produces millions of dollars in savings. This reissue can involve anything from buttons to airplane parts—any of the millions of items in the vast logistical catalog of supplies for our military services throughout the United States and overseas.

The DRMS disposal priorities are:

1. Reutilization within DoD elements;
2. Sales and transfers to eligible foreign governments (in support of military assistance programs);
3. Transfers to non-DoD federal agencies;
4. Donations to authorized recipients, such as state and local governments and educational institutions; and
5. Property offered at public sales.

This may seem like a fine-meshed net through which little of practical value can filter down. However, much survives this culling process and becomes available for public purchase. Certain useful items become obsolete for military use. For many surplus items, sale is the best way to avoid excessive storage costs.

In any event, the bottom line for buyers is a potential bonanza of savings. Personnel serving in overseas duty stations enjoy even greater advantages since goods such as furniture and office equipment often will be offered at excellent savings to eliminate the costs incurred in returning excessed property to the United States.

For additional information and the location of a DRMS office near your residence, write: Defense Reutilization and Marketing Service, P.O. Box 1370, Battle Creek, Mich. 49017-3092. For general sales information call: (616) 962-6511. Host public affairs offices serving post or base DRMS offices receive notices of sales. Happy bargain hunting.■

Story by Victor Haagen, public affairs officer of the Defense Reutilization and Marketing Region, Columbus, Ohio.

1986 Veterans benefits handbook

The 1986 edition of the Veterans Administration's benefits handbook, "Federal Benefits for Veterans and Dependents," has been published with up-to-date descriptions of the agency's programs and services.

Among the VA benefits outlined in the 87-page handbook are medical care, education, compensation, pension, insurance, home loan guarantee, job training, and burial assistance. It also provides information on medical benefits for veterans who were exposed to agent orange and radiation, and for veterans suffering from post-traumatic stress disorder.

Employment assistance and other Department of Labor benefits for veterans are described in the handbook, as well as benefits provided by the Department of Defense, Small Business Administration and other federal agencies.

The handbook contains sections on benefits eligibility, obtaining information in Spanish, benefits for former prisoners of war, and information for women veterans.

Addresses and local phone numbers of all VA offices, medical centers, national cemeteries, Vietnam veteran counseling centers, and other VA facilities also are listed.

"Federal Benefits for Veterans and Dependents" is available for $1.75 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.■

Bearings

Virginia chief always on call

Sherman Morrison is a man who is trained for quick response and a man who is always on call.

A Chief Aviation Ordnanceman, Morrison answers security and fire alarms at the Naval Air Rework Facility—NARF—at Naval Air Station Norfolk, Va., as the "graveyard shift" security officer. But he's taken his "on call" duties a bit further. He is a volunteer fire chief, a volunteer emergency medical technician and a volunteer master diver for the Virginia Beach community.

When Morrison was 16, his father signed him up as a volunteer firefighter in Franklin, Pa., and that began his on-call career. "Then chief and president of the local fire department, Dad thought it was a great opportunity," Morrison said. "That's when I began responding to emergency situations.

"I used to get a tinge of excitement every time the siren went off. Even after 18 years of volunteer services, I still do."

The 16-year Navy veteran averages 60 to 70 volunteer hours each month as fire chief for London Bridge Volunteer Fire Company 3.

"Being the third fire company for calls in the city, we average about four a day," he said. "The procedures are a lot different than they were 18 years ago, though. There is an increased awareness by the community and firefighters concerning training. It used to be we just tried to put the fire out. Now we realize most damage is caused by smoke and water, so we try to put the fires out with the least amount of damage possible."

He is the oldest member of the Virginia Beach Underwater Recovery and Rescue team. Morrison's nine years of certified diving and his master diver certification come in handy when he is in charge of a dive scene.

"We respond in two modes—recovery or rescue," he said. "Recovery is when we are called to remove something or someone from the water. On rescue calls, we are diving to save something or someone. We hope for rescues, but most of our calls have been recovery."

Morrison's Emergency Medical Technician certification allows him to be a Virginia Beach Ocean Park Rescue Squad volunteer. "I usually pull four 12-hour duties there each month," he said. "I am in charge of patient care at accident scenes during my shifts. And if they have a hole in the schedule, they give me a call."

Morrison also is a Virginia state-certified instructor and helps train others. He instructs at the Tidewater Regional Fire Training Center, Virginia Beach, teaching new recruits basic firefighting procedures. He teaches fire safety to local businesses, community organizations, church groups and children. Also, he teaches a fire brigade that focuses on industrial fire protection at a local furniture store.

As a certified Red Cross CPR—cardiopulmonary resusitation—instructor, Morrison teaches short courses throughout the community.

" . . . People (need to be) well-informed in case of an emergency. I go through a lot of training in order to better prepare others. I go to school all the time," he said.

In July, Morrison took leave from the Navy twice to complete three courses in firefighting tactics and dive rescue procedures. He recently attended a school emphasizing precise search patterns and quick response to dives, and he plans to attend another school to become a certified public safety scuba instructor.

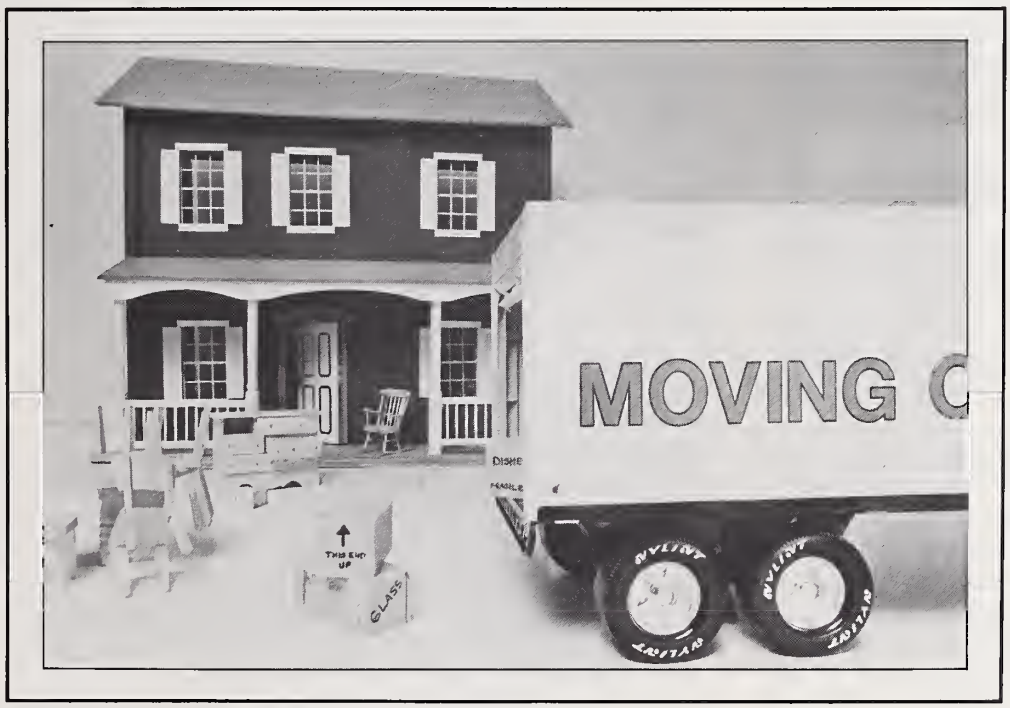
"I like being on call—both to the Navy and to the community," he said. "With a family it's not always easy, but I love it. I'm lucky to have an understanding wife. I could never give it up, it's too good of a feeling to be able to help out."■



—Story by JO2 Jodelle Blankenship, NIRA Det. 4, Norfolk, Va.

8

Navy Rights & Benefits



PCS Transfers and Housing

PCS Transfers and Housing

In the Navy, transfers are inevitable. However, just knowing the transfer will come won't make it any easier. What will make it easier is knowing what information you need, where to get the information and what the Navy's policy is regarding PCS moves and housing.

This chapter discusses those specific topics. It gives you tips on renting, signing a lease, buying a home, and borrowing mortgage money. It also lists Navy Lodges you can use when you're involved in a PCS move.

The help you get in moving, plus all the legal advice (free), is a significant part of the Navy family's total benefit package.

Moving Your Household Goods

Executing permanent change of station (PCS) orders and finding affordable housing at your new duty station can be one of the most complex and disruptive times in your Navy life—but it doesn't have to be.

There are a number of things you should know, steps you should take and responsibilities you should be aware of to guarantee a smooth and trouble-free transition to your new duty station. Let's begin with the move.

Moving people and their household goods is a complex business. It involves the knowledge of contracts with commercial carriers, varying entitlements, regulations and charges. Therefore, the first and most important step to take when arranging your household goods shipment is to go to the expert—your command's Personal Property Transportation officer (PPTO)—for the facts.

Each branch of the armed forces operates Personal Property Transportation Offices—in some cases they might be jointly staffed offices. Regardless of which branch serves you, you will have experts working for you.

Upon receipt of orders, immediately make an appointment with the PPTO. The more time you give yourself and the PPTO to arrange your move, the smoother it will go. Waiting until the last few days before departure may prevent moving on the date of your choice. This particularly is true during the summer months, when most moves—civilian as well as military—take place.

Time Limits

It's especially important to remember that personnel assigned to overseas duty stations, and those retiring or being released from active duty, may have different options open to them. Therefore, those people should consult the nearest PPTO for details.

Since moving affects the entire family, both you and your spouse should attend the interview with the PPTO. This especially is true when the member with orders must leave for a new duty station before dependents can be moved. In addition, when it comes to asking questions, two heads are better than one.

You must take to the interview at least seven copies of your orders for each shipment you intend to make. For example, if you plan to ship household goods and unaccompanied baggage, you will need at least 14 copies of your orders. If required for an overseas area, also take your entry approval or delayed entry approval.

If you cannot visit the PPTO personally, your spouse or someone else can act as your agent. As such, your agent must have written permission from you to act in your behalf in arranging shipment of your personal property. A power of attorney is the preferred document.

When you arrive at the PPTO, you will be interviewed by a personal property counselor and be required to fill out the appropriate forms. The forms pertaining to shipment and storage of your personal property are very important. If filled out incorrectly, your shipment could be delayed.

During the interview, you will select a packing, pickup date, and a required delivery date at destination; you'll be given a copy of each document prepared during the interview, and you'll be afforded ample time to ask questions. If you know the answers *before* your move is made, chances are no unpleasant or costly surprises will be waiting at your new duty station. Therefore, you should discuss the following topics.

What Can I Ship?

You can ship items considered to be household goods. They include furniture and furnishings or equipment, clothing, unaccompanied baggage, personal effects, professional books, papers and equipment and all other personal property associated with your home and yourself.

You also can include *small* spare parts for your privately-owned vehicle—extra tires and rims, tire chains, tools, battery chargers, accessories and the like.

Certain items such as live plants, perishable foods, aerosol cans, flammables and acids are *not authorized as personal property* for shipment. Your personal property counselor will provide you with a complete list of unauthorized items.

Are There Weight Limitations?

Two factors govern the weight allowance of household goods and personal property you can ship at government expense: your paygrade and the location of your new duty station. Some items—professional books, papers and equipment which you use on the job—are not counted as part of your personal property weight allowance. However, you must separate these items so that the movers can weigh, pack and mark them individually to preclude their being charged against your authorized allowance.

Items which are required by you and your family right up to moving day, and then needed immediately upon arrival at your destination, are considered unaccompanied baggage.

In general, the following kinds of items may be included: clothing, linens, dishes, cooking utensils and articles needed for



the care and comfort of an infant; small radios and tape recorders, portable sewing machines, portable phonographs and similar items; other articles necessary for your family's health and comfort; and professional books, papers and equipment urgently needed in the performance of your official duties.

Remember, however, that although these items may be packed and shipped separately from your household goods' shipment, with the exception of professional equipment, they still are charged against your total prescribed net weight allowance. (See Table 1 on page 42.)

Number of Shipments

The personal property counselor will explain the number of shipments and place or places you are entitled to ship to and from after reviewing your orders. Normally, you can make a shipment of your household goods and, particularly in the case of overseas transfers, an unaccompanied baggage shipment.

Storage of Property

The government will pay for two types of storage—temporary and non-temporary storage.

Temporary storage up to 90 days is authorized in connection with a shipment of PCS weight allowance of household goods. An additional 90 days may be granted, providing it is properly requested and justified. The maximum temporary storage is 180 days, except when written authorization extends that period due to TDY or deployment more than 90 days which prevents withdrawal.

Non-temporary storage generally is for a longer period of time and usually is authorized only with certain types of orders. Your counselor will tell you if you're entitled to this type of storage.

Shipment of Cars

The government assumes the expense of shipping your personal vehicle from a port near your old duty station to a port near your new duty station in connection with overseas orders or home port changes.

Some overseas locations have entry requirements on vehicles. Check with your PPTO for details.

After your interview, the PPTO will make all the arrangements with the moving company to pack, load and move your property. But your job doesn't end with the interview—it's important that you know both your own and the carrier's responsibilities in handling and moving your property.

You and the Packers

Dismantle TV antennas and outdoor play equipment such as swing sets; disconnect and remove window air conditioners; disconnect all major appliances; dispose of perishable foodstuffs, opened food containers which might spill or spoil, and worn-out or no-longer-wanted articles (this includes, of course, emptying, defrosting and cleaning your refrig-

Table 1. Net Weight Allowances (Pounds)

Rank or Rate	Temporary change of station weight allowance	Permanent change of station weight allowance
Admiral	2,000	13,500
Vice admiral	1,500	13,500
Rear admiral (upper half)	1,000	13,500
Rear admiral (lower half) and commodore	1,000	13,500
Captain	800	13,500
Commander	800	13,000
Lieutenant commander and warrant officer (W-4 paygrade)	800	12,000
Lieutenant and warrant officer (W-3)	600	11,000
Lieutenant (junior grade) and warrant officer (W-2)	600	10,000
Ensign, officer graduate of USNA, officer graduate of the Coast Guard Academy and warrant officer (W-1)	600	9,500
Enlisted personnel:		
E-9	600	9,500
E-8	500	9,000
E-7	400	8,500
E-6	400	8,000
E-5	400	7,000
E-4 (with over 2 years' service)	400	7,000
E-4, E-3, E-2 and E-1 with 2 years' service or less	225	5,000* 1,500**
USNA midshipman	225	225
Aviation cadet	400	400

*With dependents **Without dependents

erator and freezer); segregate high-value or easily pilferable articles you intend to carry with you, or those to be inventoried and packed separately, and remove all pictures and mirrors from the walls.

Once again, your PPTO will provide you with a specific list of your responsibilities during the packing, inventory and loading process. Some important things to remember are:

• Don't sign the inventory or any other document not completely filled in. Verify the number of cartons the carrier claims to have used, and verify that all stated services have been performed.

• Never argue with the packers or movers; call the PPTO. As the government's representative, the PPTO has the expertise and the legal authority to examine and, usually, solve any problems that may arise during the move.

The Carrier's Responsibilities

The carrier's responsibilities are spelled out in the signed contract. Therefore, it is to both your own and the government's advantage to see that each duty is fully carried out. Since the list is long and specific, be sure to obtain a copy from the PPTO.

After the move, fill out the form evaluating the carrier's performance (DD Form 1781). Within 10 days of completing the move, you should return the form to the destination PPTO. This form grades the performance and is used in awarding future government moving contracts to that carrier.

Each move is different and you will undoubtedly have other specific questions about your shipment. Chances are good that your personal property counselor will answer questions you never thought to ask.

Moving is a specialized—and costly—business. That's why each of the military services has hired and trained experts in the field. That's also why you should turn to those experts for help in making your move successful.

Do It Yourself

What if you just can't bring yourself to turn your belongings over to strangers? You do have an alternative to a commercial move—the Do-It-Yourself (DITY) program.

The DITY program (pioneered by the Navy in 1971) is showing increased popularity and usage as more officers and enlisted personnel become aware of the monetary and personal benefits of the program.

In the fiscal year that ended Sept. 30, 1984, more than 18,000 officers and enlisted members made DITY moves and earned average incentive pays of $515. At the same time, the Navy saved an estimated $185 per move.

The personal benefits of the program combine favorably for both the member and the Navy. These include:

• Simultaneous arrival of a member's property and family at the new duty station.

• Because the member is handling his own goods, damage is sharply reduced. This helps reduce the Navy's annual $2 million bill for damage claims on shipments moved commercially.

• A DITY move can be made in conjunction with a regular commercial move, in many instances, to accommodate an individual's particular needs. For example, if you have valuable antiques, you might want to move the regular goods commercially, but handle the antiques by yourself.

Because a member drives to a new duty station in a rental truck does not mean

that travel allowances are forfeited. Dependents, although they ride to the new duty station in the truck, still are authorized a mileage allowance.

Your PPTO will assist you in determining what size rental truck you need, arrange for packing material and an operating allowance for gas, oil and tolls.

For more information, talk to your PPTO.

Shipping a Mobile Home

You're entitled to an allowance—equivalent to the cost of shipping your maximum weight of household goods for the distance authorized by your orders—to have your mobile home moved from one duty station to another within the continental United States. The costs of preparing the mobile home for shipment, repairs en route other than labor for tire replacement, and the cost of parts are not authorized at government expense. Normally, your PPTO will make arrangements to have your mobile home moved on a government bill of lading. The carrier bills the government, and the service member pays the difference between the total cost and the cost to which he or she is entitled. In the case of a mobile home, that difference can be very expensive. In fiscal year 1985, the average excess cost was $700.

If you don't contact the PPTO or if you elect not to use the arrangements available through the PPTO to move a mobile home, the Joint Travel Regulations prescribe payment of out-of-pocket, road costs only, such as gas, oil, tolls, parking fees and permits.

If the PPTO cannot obtain commercial services, or in unusual instances where you have the capability and the need, you will be provided a certificate allowing you to make arrangements with a licensed commercial transporter to have the mobile home moved. In this case, you may draw an advance and you then must submit a claim immediately upon completion of the move, supported by the PPTO's certificate, to liquidate the advance.

Before you decide to move your mobile home, you should ensure that:

- You are able to forfeit your right to a separate, full weight allowance shipment of household goods.
- You have reserved, or can reserve, a lot on which to set up your mobile home when you arrive at your new location.
- You are financially able and prepared to pay those costs which the government is not authorized to pay.

Housing for Navy People Everywhere

Military Family Housing

Housing always has been a primary concern of Navy people regardless of duty assignment. The Navy always has placed great emphasis on the welfare of its people and is doing everything possible to improve housing conditions as budgetary constraints permit. In fact, the principal objective of the Department of Defense (DoD) military housing program is to ensure that all military personnel and their dependents have adequate quarters. To do this, members are provided with either a basic allowance for housing in the civilian community or are assigned to adequate government housing.

The basic policy is to rely on the local civilian housing market in communities near military installations as the primary source of family housing. New construction is programmed for military personnel only when community support is limited or inadequate due to cost, distance or quality.

At the beginning of each year, certain military installations conduct surveys to determine whether a local community's housing market can meet the Navy's needs. All existing military housing units, units under construction, and congressionally approved construction programs are listed. The rental assets in the area then are evaluated for suitability.

Several criteria are used to evaluate the rental units before they are determined suitable and usable by military members. First, a unit must be within a one-hour driving time of the base during rush-hour periods. Second, the unit must be in good condition—it must be a complete dwelling with a private kitchen. Third, and possibly most important, it must be affordable.

If a unit passes all three tests, it is added to the total of military housing units—all such units add up to the grand total of units available for use by military families in any particular area. This grand total then is compared with the number of military families projected to be in the area to ascertain if the total units available are sufficient to house at least 90 percent of the eligible military families within the planning cycle (generally five years). If there are not enough units, there is justification to request additional construction to be programmed by the Navy. All Navy housing requests will be prioritized and incorporated into the overall Family Housing Construction program presented to Congress annually.

The normal span for identification of a housing need, congressional approval of construction, and actual construction is three to five years.

Base Housing

As popular as living in the civilian community is, base housing still is the choice of many, as evidenced by long waiting lists. There are several reasons for this: perceived savings (residential heating costs for gas, fuel oil and electricity are constantly increasing); convenience to commissaries, exchanges and

maintenance facilities; and commonality with neighbors.

Military family housing falls into three categories—adequate quarters, substandard quarters and transient family accommodations.

The Navy currently manages about 66,000 adequate family housing units which are available to service members in lieu of the housing allowance. These quarters normally are unfurnished with the exception of a stove and refrigerator, and all the utilities—except the telephone—are paid by DoD.

To give everyone equal treatment in the assignment of these quarters, the Chief of Naval Operations (CNO) has established the following guidelines:

- Control of housing assignments is centralized whenever possible.
- All Navy personnel with accompanying dependents, whether assigned afloat or ashore, are eligible to obtain housing.
- There is no discrimination because of race, color, creed, national origin or sex.
- No more than 25 percent of the public quarters at any installation may be designated for officers without the specific approval of the CNO.
- Assignment shall be made to units with specific numbers of bedrooms based on family composition only for personnel 0-3 and below.

Navy families usually are assigned to military family housing which was built for the respective paygrade. Sometimes, however, local conditions permit assignment of a family to housing normally designated for sponsors one grade senior or junior.

Adequate family housing is designated as:

- Junior and senior enlisted quarters.
- Company grade officer quarters (0-3 and junior).
- Field grade officer quarters (0-4 and 0-5).
- Senior officer quarters (0-6).
- Flag quarters.

Adequate quarters may be assigned to Navy families whose sponsor is in lower grades (E-3 and below) when housing requirements of all higher grade personnel in the area and families of E-4 and higher personnel on unaccompanied tours have been satisfied.

Lower grade enlisted personnel may be authorized adequate quarters when a severe hardship is involved, or when it is otherwise considered to be in the best interest of the government.

The Navy manages approximately 4,000 substandard quarters which are available to all Navy members, giving priority to junior enlisted personnel.

These substandard units are similar to adequate units except that they have been declared substandard, normally because of floor space limitations. Members assigned to substandard quarters pay either the fair market rental or 75 percent of their BAQ, whichever is less.

Substandard quarters are retained only as long as they can be economically maintained in a safe and sanitary condition. Members residing in substandard quarters may remain on waiting lists for adequate family housing.

Transient Family Accommodations

Transient Family Accommodations (TFA) are substandard quarters which have been removed from the family housing inventory and are for use by accompanied personnel of all grades assigned to ships undergoing overhaul or repair.

Naval shore installations authorized to operate TFA and the number of units at each are Norfolk Naval Shipyard (73), Puget Sound Naval Shipyard (347), Naval Station Mare Island (240), and Naval Station Long Beach (142).

The units are furnished and offered at minimum rental rates as approved by the Commander, Naval Military Personnel Command. Personnel taking advantage of TFA still may draw Basic Allowance for Quarters (BAQ) or retain government housing at their regular home port.

Bachelor Quarters

At all levels of the Navy chain of command, continuing emphasis is placed on the improvement of housing ashore. Every man and woman reporting to a naval shore installation for duty is interested in obtaining an attractive, comfortable place to live. The Navy makes Bachelor Quarters (BQ) as desirable as possible.

There are two ways in which the Navy satisfies the housing needs for personnel without dependents and for transients. BQs have been constructed at 174 installations throughout the world. When adequate housing for unaccompanied personnel is not available, service members normally are eligible for compensation, either their allocated housing allowance or per diem. Permanent party members are entitled to BAQ at the without dependent rate, and transients are entitled to the quarters portion of per diem.

Navy installation commanders plan the utilization of on-base BQ so that housing requirements of each group listed below are fulfilled in order. This ensures that service members with a greater need for Navy BQ are accommodated on base. Of course, in areas with housing shortages, all eligible groups always cannot be accommodated. To provide adequate housing to as many residents as possible, assignment priorities have been established and implemented by OPNAVINST 11103.3.

Once assignment to quarters for unaccompanied personnel has been made, or a reservation for personnel in any of the first eight priority categories has been confirmed, the accommodations are committed. Normally, no resident will be directed to involuntarily vacate quarters in favor of a resident in a higher priority category, except when directed by the installation commander for reasons of military necessity.

For each paygrade, DoD has specified what is to be considered adequate housing for involuntary assignment. Residents

should receive no less than what is specified when they are mandatorily assigned to BQ, except in cases of military necessity. At some commands with housing shortages, housing may be fully assigned to residents in higher priority categories.

Table 2. BQ Standards

Minimum standards of adequacy for involuntary assignment of permanent party personnel and PCS students.

GRADE	MINIMUM STANDARDS
O-3 and above	400 sq. feet net living area. Living room, bedroom, private bath, access to kitchen or officers dining facility receiving appropriated funds.
W-1 – O-2	250 sq. feet, net living area. Combination sleeping/living room with private bath.
E-7 – E-9	200 sq. feet, net living area. Private room with private bath.
E-5 – E-6	90 sq. feet, net living area. Room with no more than two people and central head facilities.
E-1 – E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

Minimum standards of adequacy for involuntary assignment of temporary duty and transient personnel.

GRADE	MINIMUM STANDARDS
All officers and warrant officers	250 sq. feet, net living area. Private room with bath shared by no more than one other.
E-7 – E-9	100 sq. feet, net living area. Private room with central head facilities.
E-5 – E-6	90 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 – E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Open bay (minimum) and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

When there are no adequate BQ available for assignment, Navy members may volunteer to live in substandard BQ. (See Table 2.)

At some locations, rapidly rising civilian housing costs and shortages of BQ on base combine to make adequate housing/quarters unavailable. It may be necessary for installation commanders to take steps to provide the best housing for the greatest number of service members. These steps may include close monitoring of empty beds and requests to higher authority to temporarily lower minimum standards of adequacy for transients.

Buildings are not all that is required to create a decent place to live. Throughout the Navy, actions are being taken to make BQs more livable:

- The management of BQ has been designated for personnel in the Mess Management Specialist (MS) rating. As more trained MSs are assigned to BQ management, Navy housing will become more professionally managed.
- To fulfill training requirements and improve the management techniques of BQ managers, a formal training course in BQ management is offered at NATTC Memphis, Tenn. Also, a team of highly-trained senior MSs is available to provide on-site management review and training to all commands with BQ operations.
- Commanding officers are responsible for ensuring that BQ for unaccompanied members are well-managed. They have implemented local procedures to get senior command personnel concerned about the welfare of residents and involved in the BQ operations.
- Navy has been constructing an average of 7,000 BQ spaces per year over the past three years. This tempo will continue in the next seven years.

Additional information concerning your entitlement to adequate BQ may be obtained from the housing officer at your command.

Civilian Market Housing

In addition to providing base housing or housing allowance, the Navy also helps members find a place to live in the civilian community.

When you receive PCS orders, you are directed to report to the Housing Referral Office (HRO) at your new duty station.

The HRO can ease the trauma that sometimes is associated with moving to a new area. Among the services offered by the HRO to help newcomers are:

- Maintaining non-discriminatory rental and sales listings for housing within commuting distance of the installation.
- Assisting in determining the vacancy/availability of specific units before the service member leaves the office.
- Investigating all complaints of discrimination.
- Maintaining a restricted sanction list of all landlords/housing complexes practicing discrimination.
- Acting as a mediator in tenant/landlord disputes when requested.

The HRO is available to all Navy members and can save you time and money as well as cut down on some of the inconvenience of relocation.

Renting

When you choose to live in the community, the rent you pay—in spite of your quarters allowances—will represent a sizable portion of your income. Therefore, you should be aware of some of the legal and financial obligations.

When you've found the place you want, you may be asked to sign an application for a lease and to pay a deposit. This document isn't the actual lease. So before you sign it, make sure it includes a statement indicating that the money you've deposited to hold the unit will be refunded if the unit does not become available within a stated time limit. Make

sure you get a receipt and a copy of the application.

Before you move in, you may be asked to pay a security deposit which usually is equal to one month's rent. The deposit is to cover the cost of any repairs you may be responsible for when you vacate. If you vacate your apartment or house in good shape, so that no repairs are necessary, your deposit should be returned. Be sure to keep the receipt for your security deposit or, if you pay by check, be sure to note on the face of the check "security deposit".

The lease itself is a contract which defines the rights and obligations of both the landlord and tenant. When you sign a lease, you are legally bound to observe its terms. Don't take the rental agent's word that it is just a standard form and that everybody signs it. Read it over, make sure you understand it, and consult your HRO or legal assistance officer if you have any questions. Military personnel have special problems, and leases should be written to protect their interests as well as those of the landlord.

Every military tenant should insist that a *military clause* be included in the lease. This clause generally states that the member can terminate the lease if PCS orders are received. The clause does not usually allow the termination of the lease just because on-base housing becomes available. There is no standard military clause. The wording is a matter of negotiation between you and your prospective landlord.

Most leases are for 12 months, but if you can't stay for the entire term, you may exercise the military clause. However, you still may be required to give a proper vacate notice, usually 30 days. In any case, any payments you would be required to pay for early termination should be spelled out in the lease.

Laws and customs regarding the landlord/tenant relationship may vary widely from state to state. Before you sign any lease, however, you should consult your legal assistance officer or your housing referral officer.

Buying

Since buying a home requires a considerable outlay of money, there must be an advantage to buying rather than renting. Those who pay rent only have the use of the premises they occupy. Those who buy, however, have the potential increase in equity, and the market value of their homes increases over the years.

In addition, the portion of your house payment which is applied to interest can be claimed as a deduction on your income tax return. If you itemize your deductions, you may save money in this way.



Mortgages

If you decide to buy a home, and, like most of us, you don't have enough money to pay cash, you must borrow the funds. Loans on homes require a mortgage or deed of trust.

Unless the seller is willing to loan you the money at or below the interest rate you can get elsewhere, you must take out a loan with a commercial bank, credit union, savings and loan association, life insurance company, mortgage company, or some other financial institution which specializes in lending money for the purchase of real estate. The amount these organizations are willing to lend will depend on the location, the current interest rate on mortgage loans, the appraised value of the property you want to buy and your ability to repay the loan.

The standard types of mortgages involve conventional mortgage loans, mortgage loans guaranteed by the Federal Housing Administration (FHA) and mortgage loans guaranteed by the Veterans Administration (VA).

Over the past several years, new types of "creative financing" have been developed as alternatives to traditional mortgages. Some of these may involve variable rate mortgages where the interest rate constantly changes to keep pace with the market place, thereby requiring either the monthly payment or the duration of the loan to change. Others involve reduced monthly payments during the first few years of the mortgage when a young couple is least able to afford high payments. Some of these types may require a large "balloon" payment around the fifth year to make up for the smaller initial payments, while other types may recoup the difference through higher payments after the fifth year. Be alert for still other forms of "creative financing" which may become available.

Anyone may apply for a "creative financing", conventional, or FHA mortgage loan. FHA mortgages differ from the other two mortgages in two ways. First, the lender is insured by the Federal Housing Administration against losing money on the loan. Second, the percentage of the appraised value that can be lent, and other terms of the mortgage loan, including prepayment provisions, are more closely regulated by federal law.

The VA has been guaranteeing home loans for veterans and service members for years. The benefit of the guarantee program is that it meets the requirements for investment protection demanded by commercial lending institutions through substantial down payments. Because VA-

guaranteed loans require no down payments (because VA affords the lender protection), it's easier for young couples, and those who have been unable to save enough for a conventional mortgage loan, to purchase their first home through the VA.

If you are an eligible veteran or an active duty member seeking to enter the housing market, contact the nearest VA office, commercial lending institution or a service representative of any national veterans' organization for more information and applications.

Buying a home is an important step in your life. Even if you're an old hand at real estate transactions, get all the facts by shopping around to determine your best options and obtain legal advice from your legal assistance office or a civilian attorney.

Navy Lodges

There are more than 1,500 Navy Lodge units at 42 locations in the United States and overseas. Navy Lodges, although varied in size, offer motel-type facilities at $13-$30 per night for the entire family. All profits earned remain in the Navy Lodge program and are used for renovation, expansion and construction of additional units.

The Navy Lodge mission is to provide military personnel accompanied by their dependents under permanent change of station (PCS) orders with clean, comfortable, temporary lodging facilities while they are in the process of acquiring a permanent residence. At the Navy Lodges located at the Naval Hospital Bethesda, Md., and Oakland, Calif., priority accommodations are given to members of the immediate family of inpatients who are seriously or critically ill, and to sponsors of children who are undergoing or convalescing from serious surgery.

Other categories of authorized personnel who may use Navy Lodge facilities are listed in OPNAVINST 11107.2 series. Some of these include non-PCS active duty military and their dependents, retired military and their dependents, DoD civilian employees and their dependents assigned to overseas areas for duty who are temporarily without permanent housing, and official guests/visitors of the installation as determined by the commanding officer.

A Navy Lodge central reservation office has been established to assist military families in obtaining accommodations. To make a reservation for a Navy Lodge in the United States, call toll free 1-800-NAVY INN or Autovon 565-2027. Accompanied military personnel on PCS orders may make reservations up to 90 days in advance of the date that lodging is desired. Other personnel may make reservations up to 21 days in advance.

A complete listing of Navy Lodges worldwide, the number of available units and daily rates of each follows.□

REMINDER

A limited number of additional copies of this article and of each *All Hands* issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005.

Table 3. Navy Lodges Worldwide

LOCATION	UNITS	*DAILY RATES
ADAK, AK Navy Lodge, Naval Station FPO Seattle, WA 98791 Phone: 907-592-8287	14	$18
ALAMEDA, CA Navy Lodge, Naval Air Station Alameda, CA 94501 Phone: 415-523-4917	70	$26
ATSUGI, JAPAN Navy Lodge, Naval Air Facility FPO Seattle, WA 98767	30	$24
BETHESDA, MD Navy Lodge, National Naval Medical Center Bethesda, MD 20014 Phone: 301-654-1795	22	$27
BRUNSWICK, ME Navy Lodge, Naval Air Station Brunswick, ME 04011 Phone: 207-921-2206	14	$21–$24
CECIL FIELD, FL Navy Lodge, Naval Air Station Cecil Field, FL 32215 Phone: 904-772-0947	8	$20
CHARLESTON, SC Navy Lodge, Naval Station Charleston, SC 29408 Phone: 803-747-7676	48	$26
CHASE FIELD, BEEVILLE, TX Navy Lodge, Naval Air Station Chase Field, Beeville, TX 78103 Phone: 512-354-2523	5	$19
CORPUS CHRISTI, TX Navy Lodge, Naval Air Station Corpus Christi, TX 78419 Phone: 512-937-6361	22	$21
EDZELL, SCOTLAND Navy Lodge, U.S. Naval Security Group Activity FPO New York, NY 09518	8	$30

Table 3. Navy Lodges Worldwide (cont.)

LOCATION	UNITS	*DAILY RATES
EL CENTRO, CA Navy Lodge, National Parachute Test Range El Centro, CA 92243 Phone: 714-339-2478	4	$22.50
FALLON, NV Navy Lodge, Naval Air Station Fallon, NV 89406 Phone: 702-423-5161, ext. 2817	6	$23–$24
GREAT LAKES, IL Navy Lodge, Naval Training Center Great Lakes, IL 60088 Phone: 312-578-6196	13	$24
GULFPORT, MS Navy Lodge, Naval Construction Battalion Center Gulfport, MS 39501	15	$22
GUANTANAMO BAY, CUBA Navy Lodge, Naval Station Box 38, FPO New York, NY 09593	26	$23
JACKSONVILLE, FL Navy Lodge, Naval Air Station Jacksonville, FL 32212 Phone: 904-772-2549	50	$25
KEFLAVIK, ICELAND Navy Lodge, Naval Station Box 10, FPO New York, NY 09571 Phone: 2210-7594	31	$20–$28
KINGS BAY, GA Navy Lodge, Naval Submarine Base Kings Bay, GA 31547 Phone: 912-882-6868	26	$25
LAKEHURST, NJ Navy Lodge, Navy Air Engineering Center Lakehurst, NJ 08733 Phone: 201-323-7442	9	$25
LEMOORE, CA Navy Lodge, Naval Air Station Lemoore, CA 93245 Phone: 209-998-5791	46	$22
LITTLE CREEK, VA Navy Lodge, Naval Amphibious Base Little Creek, VA 23521 Phone: 804-464-6215	90	$24
LONG BEACH, CA Navy Lodge, Naval Air Station Long Beach, CA 90822 Phone: 213-833-2541	50	$28
MAYPORT, FL Navy Lodge, Naval Station Mayport, FL 32228 Phone: 904-246-5554	19	$23
MECHANICSBURG, PA Navy Lodge, Naval Ships Parts Control Center Mechanicsburg, PA 17055 Phone: 717-766-0507	9	$20–$22
MEMPHIS, TN Navy Lodge, Naval Air Station Memphis Millington, TN 38054 Phone: 901-872-0121	28	$23
MIRAMAR, SAN DIEGO, CA Navy Lodge, Naval Air Station Miramar San Diego, CA 92145 Phone: 619-271-7111	90	$24
MOFFETT FIELD, CA Navy Lodge, Naval Air Station Moffett Field, CA 94035 Phone: 415-962-1542	50	$28
NEW LONDON/GROTON CT Navy Lodge, Naval Submarine Base New London Groton, CT 06340 Phone: 203-446-1160	68	$23
NEW ORLEANS, LA Navy Lodge, Naval Support Activity New Orleans, LA 70146 Phone: 504-366-3266	22	$27
NEWPORT, RI Navy Lodge, Naval Education and Training Center Newport, RI 02840 Phone: 401-849-4500	67	$23
NORFOLK, VA Navy Lodge, Naval Station Norfolk, VA 23511 Phone: 804-489-2656	90	$24
NORTH ISLAND, SAN DIEGO, CA Navy Lodge, Naval Air Station North Island San Diego, CA 92135 Phone: 619-435-0191	90	$24
OAKLAND, CA Navy Lodge, Naval Regional Medical Center Oakland, CA 94627 Phone: 415-639-2051	18	$14
OAKLAND, CA Navy Lodge, Naval Supply Center Oakland, CA 94625 Phone: 415-466-6187	20	$21–$22
ORLANDO, FL Navy Lodge, Naval Training Center Orlando, FL 32813 Phone: 305-646-5722	35	$15–$28
PENSACOLA, FL Navy Lodge, Naval Air Station Pensacola, FL 32508 Phone: 904-456-8676	38	$23
PORT HUENEME, CA Navy Lodge, Naval Construction Battalion Center Port Hueneme, CA 93043 Phone: 805-486-2614	22	$25
ROTA, SPAIN Navy Lodge, Naval Station Box 17, FPO New York, NY 09540	22	$25
SAN DIEGO, CA Navy Lodge, Naval Station San Diego, CA 92136 Phone: 619-234-6142	45	$24
SUBIC BAY, R.P. Navy Lodge, Naval Station FPO San Francisco, CA 96651 Phone: 884-9500	25	$13–$18
WASHINGTON, D.C. Navy Lodge, Naval District Washington Washington, DC 20032 Phone: 202-563-6950	50	$28
YOKOSUKA, JAPAN Navy Lodge, Fleet Activities Code 700, FPO Seattle 98762 Phone: 234-6708	127	$19–$27

*Prices are subject to change without notice.



You can fool some of the people some of the time . . . . During RIMPAC 86, USS Worden (CG 18), left, tried to fool the "blue forces" by re-painting her hull number to match that of USS Goldsborough (DDG 20), right. When the two ships tied up in Pearl Harbor, there was understandable confusion. Photo by Cmdr. Bill Brubaker, USNR.



Cutlasses and broadsides • Page 12

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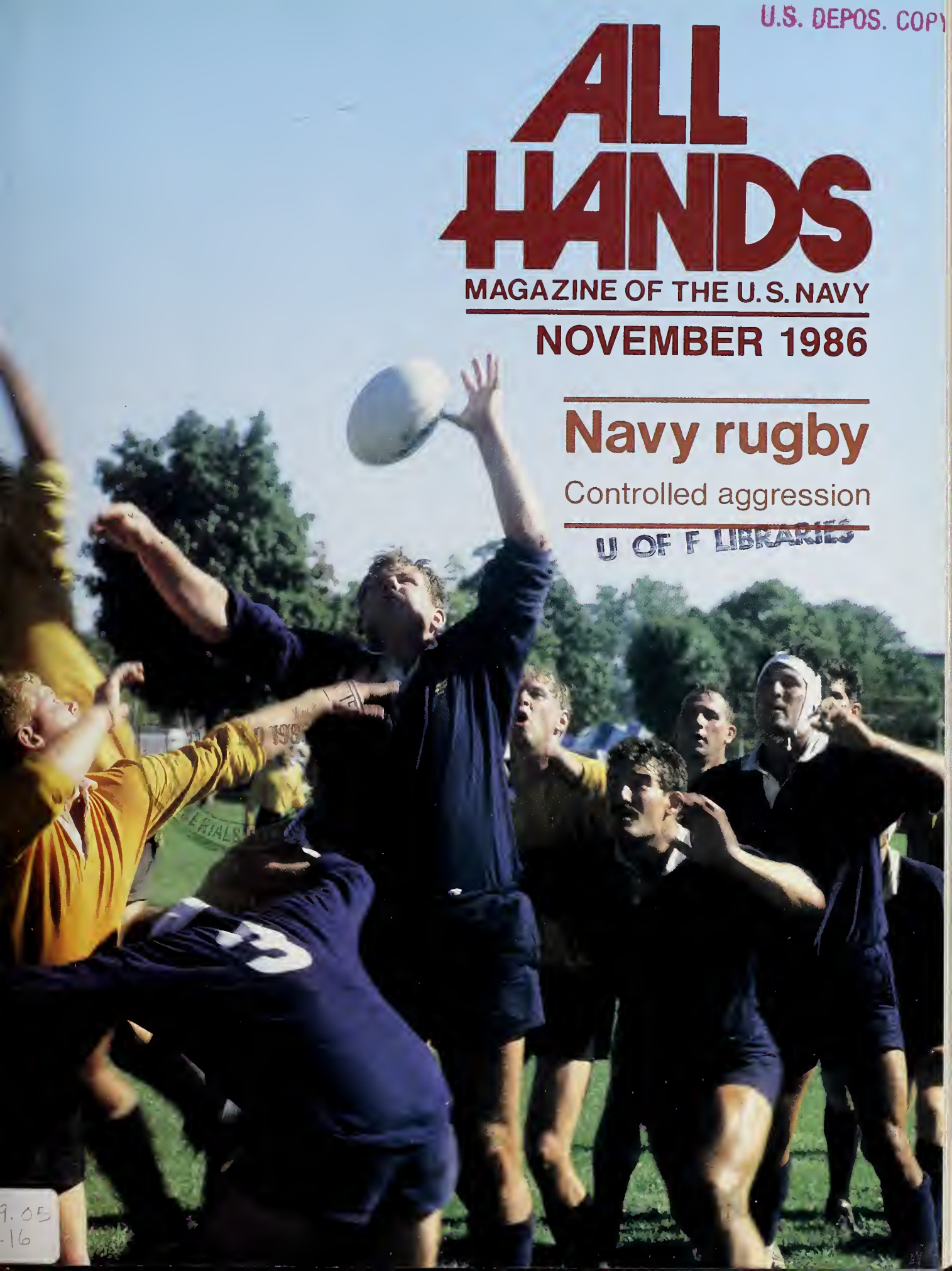
MAGAZINE OF THE U.S. NAVY

NOVEMBER 1986

Navy rugby

Controlled aggression

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Navy reservist Lt. William G. Armstrong and friends prepare for a balloon flight in Akron, Ohio, Aug. 22, 1986, in recognition of the 75th Anniversary of Naval Aviation.

ALL HANDS

MAGAZINE OF THE U.S. NAVY
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63rd YEAR OF PUBLICATION



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Front Cover: Navy outreaches Army for the ball in a recent rugby tournament at Fort McNair, Washington, D.C. Photo by JO2 Lynn Jenkins.

Back Cover: Bancroft Hall and other academic buildings are decorated in preparation for the Army-Navy game. Painting "Bancroft Hall" by Charles McVicker; reproduction courtesy of Navy Art Collection.

Navy Currents

Correction for hotline number

A toll-free telephone number for the Paperwork Reduction Hotline to Commander Naval Reserve Force headquarters was misprinted in "Naval Reservist News" (June and July 1986 issues). The correct number is 1-800-992-2033. In Louisiana only, naval reservists may call (504) 942-6739.

The Paperwork Reduction Hotline has been established to help field units with questions relating to efforts to reduce unnecessary paperwork.□

DoD leads drug war

Assistant Secretary of Defense for Force Management and Personnel Chapman B. Cox, at a Sept. 16 press conference at the Pentagon, outlined the role DoD will play in the President's war on drugs.

Cox noted that attacking the supply end of the drug chain has not been entirely effective, and that efforts now are increasing to balance the program by trying to decrease demand.

An important part of this effort will be to establish a drug-free workplace. DoD has been a leader in the elimination of drugs from the workplace, Cox said. "Defense is very proud that we were first on board with this effort back in 1981-82. We have enjoyed a 67 percent decrease in the military use of drugs since 1981," he added.

Cox said that DoD will try to influence the private workplace to follow the federal example by encouraging suppliers, vendors and contractors to develop programs to eliminate drug use among their workers. He noted that many private firms deserve credit for having moved forward with their own programs already.

Pointing out that the 290 DoD-based schools amount to the 10th largest school district in the nation, Cox said that the "drug-free" program now in place in these schools serves as an excellent model for the rest of the country.

Although reducing demand is important, Cox said DoD is preparing to support interdiction efforts. "We will increase our support as much as possible and still maintain our primary mission, which is to defend the U.S. from foreign attack," he said.

Cox emphasized that this support would *not* call for U.S. Armed Forces personnel to arrest civilians. "That's the job of the appropriate legal authorities," Cox said. "We will *support* not *supplant* civilian law enforcement."

Cox also commented on the difficulty of the interdiction task. "Over 70,000 ships and aircraft cross U.S. borders every day," he said. "Identifying the criminals among those is what is so difficult."

Noting that more than $30 billion worth of illegal drugs were interdicted in fiscal year 1986, Cox also pointed out that that amount represents only a small fraction of the actual traffic.□

Ratings reopen for women

The Navy enlisted ratings boiler technician (BT), machinist's mate (MM), and operations specialist (OS) recently reopened to women.

The ratings had been closed because there were not enough sea duty billets open to women to support an adequate career path. After carefully re-examining the three ratings, officials now believe they hold valid opportunities for women.

Qualifying women will move into these ratings and be rotated into new assignments during fiscal year 1987. Current plans will allow 75 women into the BT rating, 135 into the MM rating, and 20 into the OS rating during 1987.

The Navy's final goal is 230 women BTs, 400 MMs, and 200 OSs by fiscal year 1991.□

France honors U.S. veterans

The Comite d'Action de la Resistance, an association of World War II French resistance forces is honoring America and her World War II veterans who served in France through a special program called *Amis Pour Toujours*, Friends For ever.

By special decree of the French Government, 1,500 official World War II French military decorations have been reactivated and are approved to be worn on U.S. military uniforms.

French authorities presented decorations to qualifying veterans on Oct. 31, 1986, in the largest military award ceremony ever held in France. The ceremony was part of a weeklong celebration which included tours of Paris and an official reception at City Hall, a *Bateaux Mouches* cruise on the Seine, and a day trip to Reims and the famed Taittinger Champagne cellars.

U.S. veterans who believe they qualify for any of the awards should contact Hal F. Ryder, Lt.Col. (ret.), c/o Operation Friendship, P.O. Box 234, Wayne, Pa. 19087; telephone 1-800-523-7287, (215) 254-6000 for Pennsylvania residents.□

Navy medicine workshop

The 29th Navy Occupational Health and Preventive Medicine Workshop is slated for Feb. 27-March 5, 1987, in Norfolk, Va.

There are no fees for the workshop, sponsored by the Navy Environmental Health Center, Norfolk, and it is open to all occupational health and preventive medicine professionals. CME/CEU and maintenance of certification points for certified industrial hygienists can be earned.

For further information, contact Dianne Best, Navy Environmental Health Center, Naval Station Norfolk, Va. 23511-6695; telephone (804) 444-4657, Autovon 564-4657 or FTS 954-4657.□

We've moved!

As a reminder, *All Hands,* and the entire NIRA organization, has moved to Arlington, Va. Our new mailing address is:

All Hands magazine
Commonwealth Bldg., Rm. 1046
1300 Wilson Blvd.
Arlington, Va. 22209-2307

Our new telephone numbers are : (202) 696-6874; Autovon 226-6874.□

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NIRA Print Media Division also publishes *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 696-6874; AUTOVON 226-6874 for editorial; (202) 696-6878, AUTOVON 226-6878 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Arlington, Va. 22209, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. Other correspondence and submissions to *All Hands*, NIRA Print Media, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

The pre-game rivalry

Army-Navy

Watching the upcoming Army-Navy game on television will be sort of like looking at the tip of an iceberg. There's a lot more to this rivalry than meets the eye at game time.

On a crisp November morning two years ago, a Navy Commander and two accomplices took off from Annapolis, Md., in a small private plane they had rented from the flying club at the U.S. Naval Academy. Their mission: a secret air strike. The Piper *Warrior* carried its unique payload in four plastic trash bags.

The trio arrived over the target area around 1530 that afternoon and found the enemy just where the intelligence reports said they'd be—right out in the open.

A roll of toilet paper, tossed from the plane, helped them judge wind direction as they came to an attack altitude of 500 feet. Then, in four glorious passes, the crew dropped the payload.

The aircraft got back to home base around 2130 that night. The strike team leader immediately telephoned one of his "spies," who reported that the air strike had been "tremendously effective."

Thousands of unsuspecting cadets were in ranks on the parade ground at the U.S. Military Academy at West Point when, courtesy of the U.S. Navy, it suddenly started raining gold plastic balls, hand-lettered in blue with "Go Navy!"

This daring Navy crew had pulled off yet another of those memorable pranks that are a traditional part of the sometimes fierce, but always friendly Army-Navy football rivalry.

And some rivalry it is. Navy midshipmen and Army cadets have been matching their skills on the football field since before the turn of the century. "The first game that an Army football team ever played was against the Navy . . . which is not exactly beating around the bush to get such a renowned rivalry underway," wrote Jack Clary in *Army-Navy Through the Years*. Navy beat the inexperienced cadets, 24-0, in that first game, but it has been a pitched battle ever since.

Neither school has won more than five games in a row and the series has been tied nine times. With 10 wins in the last 13 meetings, including an upset victory last season, the midshipmen go into this year's game with a 41-38-7 edge in the series.

As usual, the game at Philadelphia's Veterans Stadium will be broadcast live on network television. But looking at an Army-Navy football game on television shows viewers only what's happening on the field. This is just the culminating moment; months of anticipation and preparation build up to the game itself.

Over the years, the annual meeting of these two teams has always been the highlight of each academy's fall season. Midshipmen start preparing for the game in August, with each company in the brigade designing floats, banners and other displays of school spirit. By the time "Army Week"—the final week before

Even when draped in a huge banner, Bancroft Hall is an academic studying ground and determined students find their way in.


GO





the game—rolls around, activities at Annapolis are fever-pitched.

During Army Week, company floats are unveiled and put on display at Bancroft Hall, "Beat Army" banners hang from almost every academy building, there's a bonfire and pep rally, and midshipmen celebrate the eve of the all-important game with a formal dinner dance.

Some activities are not so formal. Midshipman 3rd Class Sarah Michael and several classmates dressed one of the academy's revered statues in a Hawaiian outfit, complete with lei and reflector sunglasses during Army Week last year. "It's especially good for the plebes (incoming freshmen)," she said. "If an upperclassman asks them a question during Army Week, all they have to do is yell out real loud: 'Beat Army!' "

Eric Cheeny, a plebe last year, agreed. "This is the first break we've had since the summer," he said. "We get a chance to relax and let our hair down a little bit."

Just about anything goes during Army Week, as William Brown can well attest. During the five years he has worked at the academy, Brown has learned firsthand that things can get pretty wild. One day he came to work to find that during the night the midshipmen had somehow taken one of the jet aircraft that are displayed on academy grounds and placed it on top of the mess hall.

"It was hell getting that plane down," said Brown, who has yet to figure out how the midshipmen got it up there in the first place, "but it was all in fun."

"The rivalry and pranks are a lot of fun for the midshipmen," said Rear Adm. Stephen K. Chadwick, Naval Academy commandant of midshipmen, "but the two academies share much more than just an annual football game. We have an active student exchange program with West Point, as well as the Air Force Academy. Daily contact between midshipmen and cadets teaches all of these future officers the importance of cooperation between this country's armed

Bonfires, spirited hijinks and statue decorations are just a few of the traditional activities during "Army Week."

services. Good-natured, safe pranks support the camaraderie among the sister service academies.''

As one might expect, there have been times over the years when the midshipmen have been, shall we say, a bit overzealous during Army Week.

''About 15 years ago they flattened an Army captain's Volkswagon right down to the ground,'' said Manuel Fernandez, a grounds keeper at the academy for 18 years. ''I heard that the commandant made the entire brigade chip in $2 apiece to help replace it.''

Instances like that are rare, however. For the most part, the high-spiritedness associated with the Army-Navy rivalry is limited to an infectious game of one-upsmanship played out between midshipmen and cadets.

In past years, midshipmen have run a relay with the game football all the way from Annapolis to Philadephia, arriving just in time to hand it to game officials for the coin toss. Navy's *coup de grace* last year came via Veterans Stadium's giant video screen. Somehow the midshipmen managed to get a videotape of President Ronald Reagan holding up a Naval Academy bathrobe with ''Beat Army'' emblazoned in large, gold letters across the robe's blue silk lining.

The midshipmen aren't always able to outdo the cadets, however. One year Army managed to kidnap the Navy goat. Ever since, the horned mascot has been protected by an electronic security system, and Army has had to satisfy itself with lesser spoils. They have nonetheless been quite effective.

The movie ''Ghost Busters'' was a box office smash the same year of the air raid



on West Point. Navy was dealt a stunning retaliatory blow at the game when the cadets unveiled "Goat Buster" T-shirts. Adding insult to injury, Army went on to win the game, 28-11.

Not all the pranks are on such a large scale, however. Early one morning, just two days before last year's game, Army pulled a successful raid on academy grounds. According to a grounds keeper, six Army exchange students jumped out of a car and assaulted the midshipmen's Hawaiian-garbed statue with shaving cream and red water colors.



"If those midshipmen had come out of that chow hall two minutes earlier . . . ," said the groundskeeper, seeming to shudder at the thought. But everyone seems to take the pranks and hijinks in stride.

"It's like a huge fraternity party," said Midshipman 1st Class Jim Puzan. "It's all in good fun." And the fun isn't limited to service academy grounds.

It has become somewhat of a tradition for a Navy pep squad—complete with band, mascot and cheerleaders—to pay a boisterous visit to the Pentagon during Army Week. Last year, they brought the most powerful building in the military world to a virtual standstill for about 30 minutes as they filled the maze of corridors with cheers of "Go Navy!" and the sound of "Anchors Aweigh." Even Secretary of the Navy John Lehman got into the act, donning a "Beat Army" T-shirt, leading cheers in front of his office and playing a plastic kazoo.

With all this commotion, it is understandable that the Army-Navy game is considered by many to be the greatest rivalry in college football today. At the academy it's said that if you beat Army, you've had a winning season.

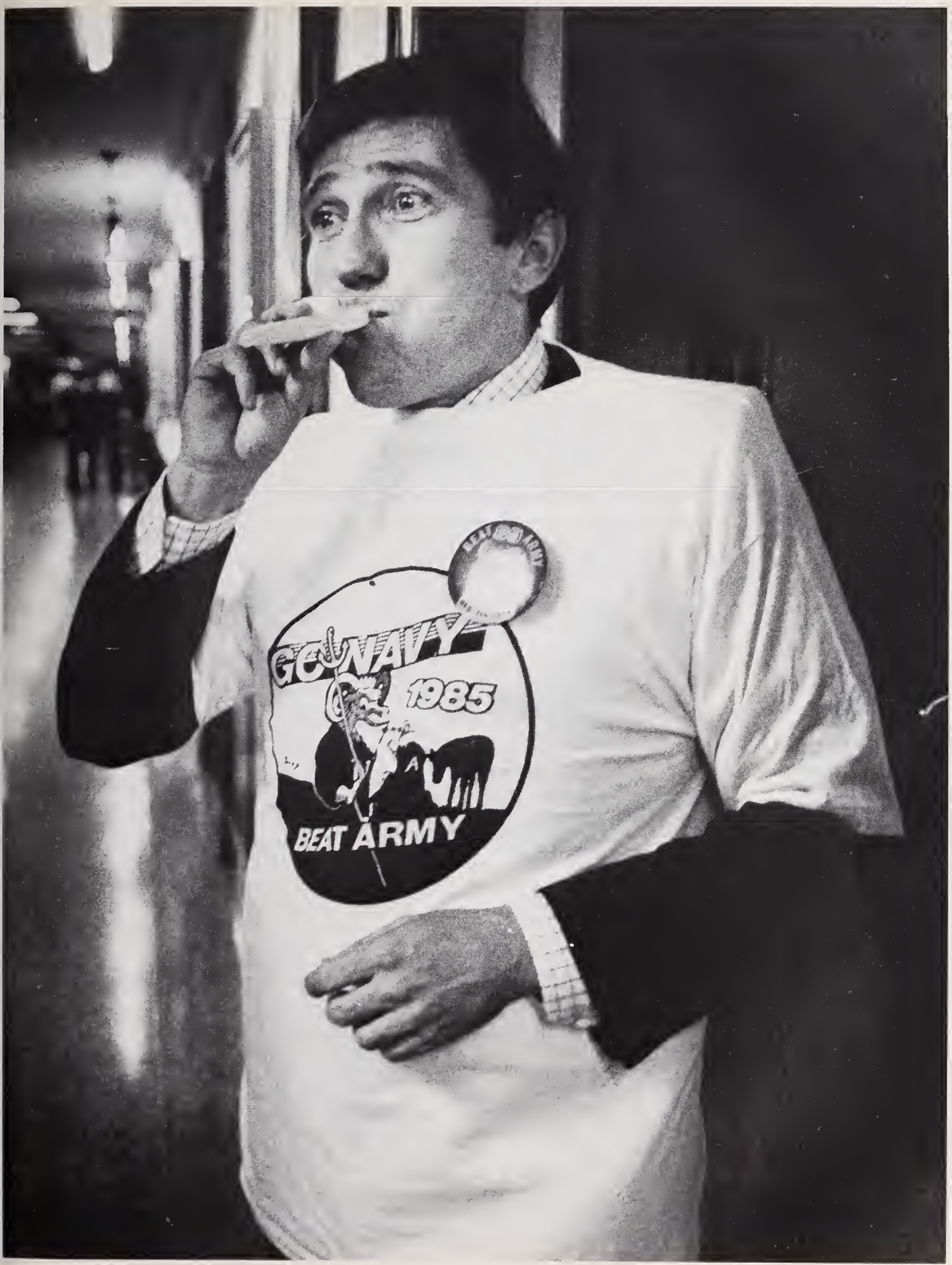
"I think the first thing you learn when you get to the academy is 'Beat Army,' " said Fred Gambke, who centered for the 1950 Navy team that beat Army, 14-2, and who hasn't missed a game in 18 years. "It's heartbreaking when Navy loses. It ruins your whole year."

But in such a high-spirited rivalry you never can be certain what the outcome will be.

There is, however, one thing of which you can be sure. At this very moment, the midshipmen at the Naval Academy are busy hatching schemes against their arch rival, Army. □

—Story by JO1(SW) E. Foster-Simeon. Photos by Perry Thorsvik, now a photographer with the Washington Times, *was a photojournalist with NIRA when he did this story.*

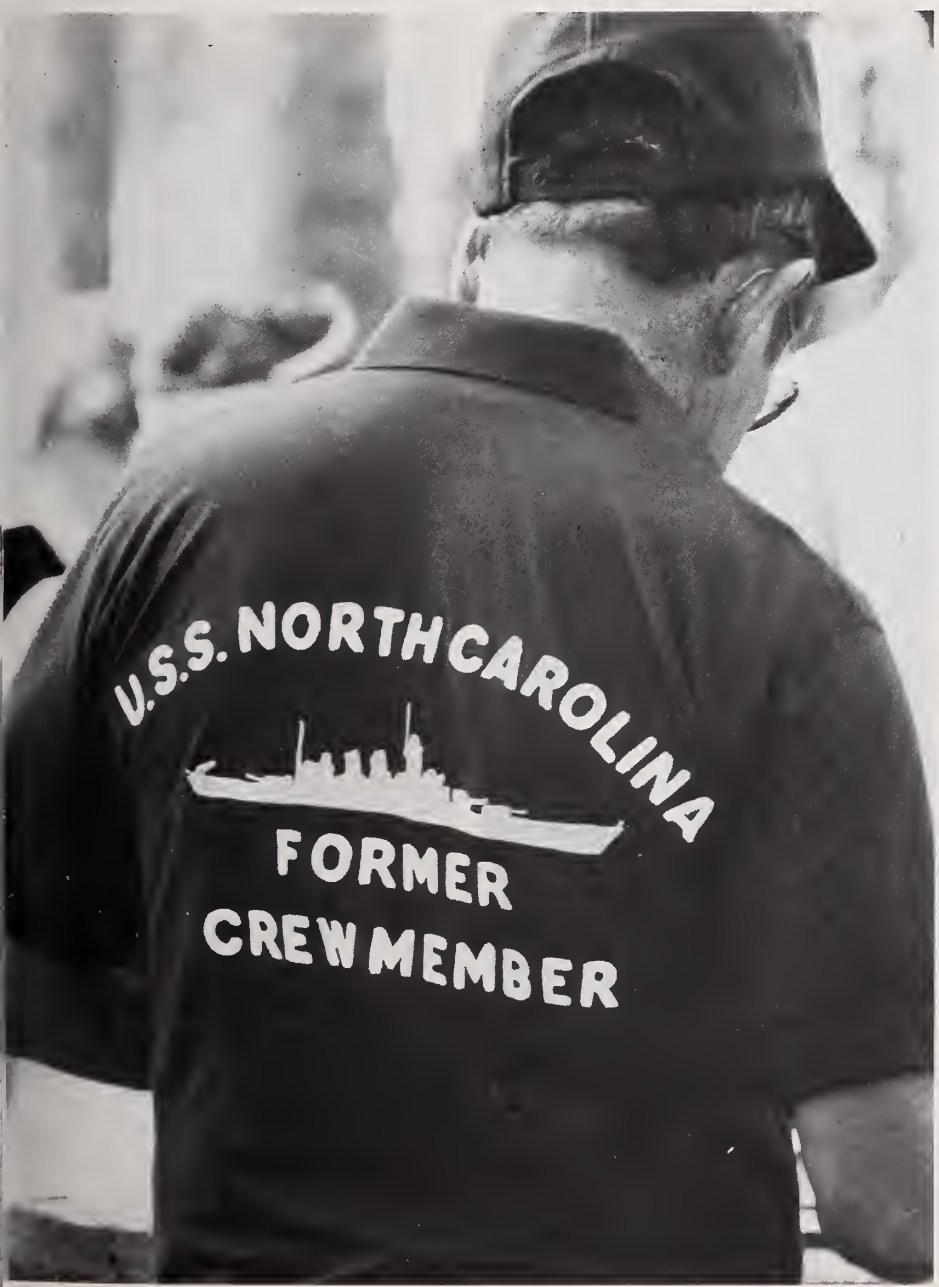
The Navy mascot sees victory within his grasp, while Secretary of the Navy John Lehman joins the Navy pep band during 1985's pre-game activities.


GO NAVY
1985
BEAT ARMY



Survivors

Former enemies meet on battleship North Carolina



For 44 years they thought of each other only as "the enemy," that impersonal abstraction defining faceless, nameless men who fought against each other but were never seen by the other side.

But that all changed recently when, after more than four decades, the "enemies" met for the first time in a special joint reunion between the wartime crew of the battleship USS *North Carolina* (BB 55) and surviving crew members of the Imperial Japanese submarine *I-19*, the sub that torpedoed *North Carolina* in 1942.

The reunion, held this past summer in Wilmington, N.C., home of the USS North Carolina Battleship Memorial, was the first face-to-face meeting between the former combatants who clashed on that fateful September day during World War II when a stray torpedo from *I-19* slammed into *North Carolina,* claiming the lives of five U.S. Navy sailors and blasting an 18-by-32-foot hole in the ship's bottom.

The four-man Japanese delegation consisted of: Dr. Juichiro Miyazawa, surgeon aboard *I-19*; Hichiro Tange, torpedoman; Tadataka Ohtani, torpedoman; and Rihichi Sugiyama, torpedoman and signalman. At the invitation of the North Carolina Battleship Association, these old warriors traveled to Wilmington from Japan, at their own ex-

Far left: Battleship North Carolina from its forward main battery turrets. Left: A former North Carolina sailor displays his status.

pense, to extend the hand of friendship to their former adversaries.

Although *I-19* was sunk with all hands in 1943, some crew members who were veterans of the *North Carolina* incident were not aboard *I-19* on its last cruise. According to Ben Blee, a retired Navy captain and chairman of the USS North Carolina Battleship Commission, "Learning that these men were alive and well in Japan was like discovering a resurrection. They and 10 others survived the loss of their ship because some had left it for other duty, and others were on sick leave when it sailed on its final patrol."

As eager to restore amity as the four Japanese visitors were eight *North Carolina* sailors who survived the torpedoing; they were on hand as designated hosts to the Japanese during the three-day affair. The agenda included: a tour of the battleship *North Carolina*; a detailed discussion of what happened on and under the sea when the two ships clashed in September 1942; and a round of social events hosted by the Battleship Memorial, the Battleship Association and the Greater Wilmington Chamber of Commerce.

Understanding little English, the former *I-19* crew members were accompanied by interpreters during their stay. But the warmth and hospitality extended to them by many former *North Carolina* sailors were conveyed quite well without words, as the Americans escorted their guests on a tour of the battleship the first day of their meeting.

On the second day, both sides got together in the admiral's cabin on *North Carolina* to review the events of more than 44 years ago that led to this historic









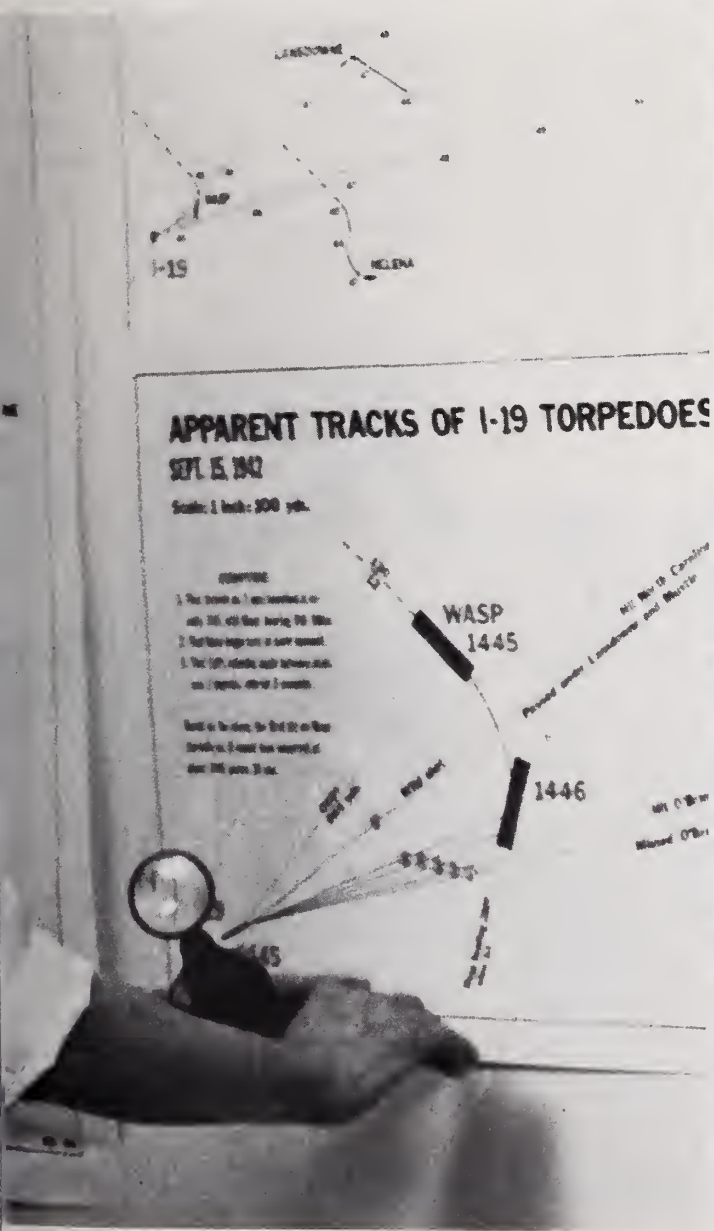
gathering. Tadataka Ohtani, the man who actually fired the torpedo that damaged *North Carolina*, said, "I first learned that we hit *North Carolina* in 1965, more than 20 years after the war." And with that opening remark, Japanese and American sailors let the story unfold.

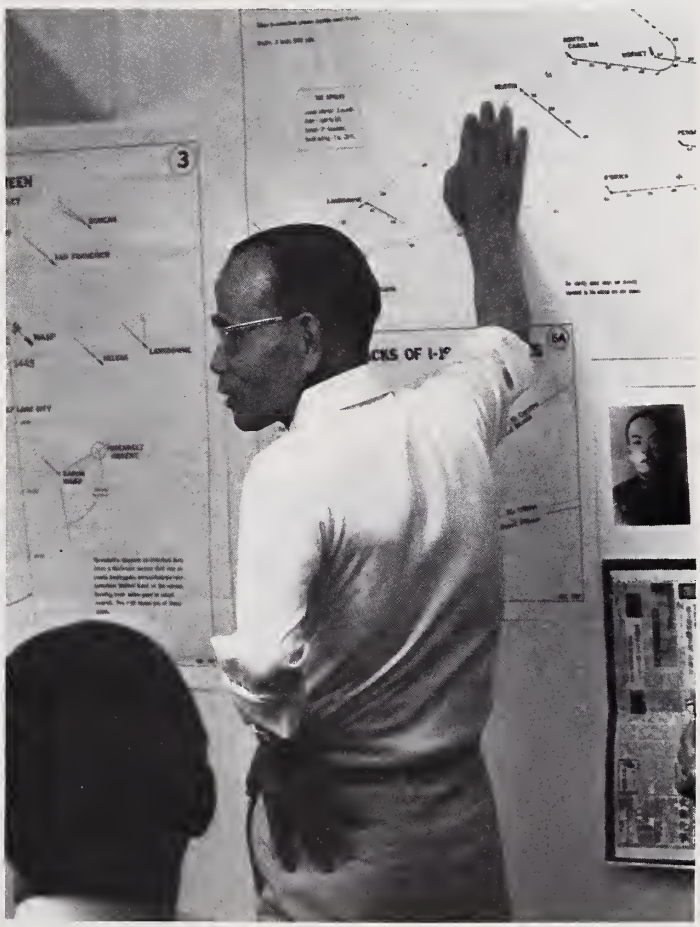
It all began on the afternoon of Sept. 15, 1942. A carrier task force was covering the transport of Marine reinforcements of the 7th Marine Regiment from Espiritu Santo in the New Hebrides, to Guadalcanal in the Solomon Islands. Protecting the six troop transports were the carriers USS *Wasp* (CV 7) and USS *Hornet* (CV 12), each accompanied by 10 cruisers and destroyers. *North Carolina* was the only battleship with the task force and was assigned to the *Hornet* group.

On that fateful day, Cmdr. Takaichi Kinashi, commanding officer of *I-19*, and one of the top Japanese submarine captains, spotted the task force. Although he couldn't see all 23 ships in the force, Kinashi did see both carriers and some of their escorts.

This extraordinary situation was a submarine commander's dream, and after stalking the unsuspecting ships for two hours, Kinashi moved in to close range and launched a spread of six type-95 torpedoes at *Wasp*. Carrying the equivalent of three tons of explosives and traveling at a speed of 30 knots, the six torpedoes—the most powerful in the world at that time—sped toward their target.

Three of the torpedoes slammed into *Wasp*, their impact hurling planes off the deck and starting fires which spread to other planes tanked up with fuel and laden with bombs.





From far left: Rihichi Sugiyama relaxes in North Carolina's captain's chair (as Don Ganupp looks on), and then exits a gun turret; I-19 crewmen and their hosts pose beneath the forward turrets of North Carolina (back row l to r) Mario Sivilli, Robert Lowell, Charlie Rosell, Paul Weiser, Bob Palamaras, Leo Bostwick, Willie Jones, Don Ganupp and Neil Sisco (front row, seated l to r) Rihichi Sugiyama, Juichiro Miyazawa, Capt. USN (ret.) Ben Blee, Shichiro Tange and Tadataka Ohtani. Miyazawa (left) and Ohtani (above) review the action of Sept. 15, 1942.

As a major conflagration engulfed *Wasp*, three of the torpedoes raced beyond the striken carrier into the *Hornet* force. Missing two destroyers screening *Hornet*, two of the deadly stray torpedoes found victims, one hitting the destroyer *O'Brien* (DD 415) and the other striking *North Carolina*. The battleship was hit near the forward battery turret portside as it was making an evasive turn to starboard.

Mario Sivilli, one of the *North Carolina* joint reunion hosts, remembers that day vividly. "I was sitting against the bulkhead in my compartment, writing a letter, when someone came down and said that *Wasp* was on fire," Sivilli said. "I ran topside to see what was going on. When I got there, I looked around and saw some ships on the starboard side and saw *Hornet* as I began to run forward to go around the portside to see what was happening. I saw smoke dead astern and as I was about to round a turret, the torpedo hit."

Knocked off his feet, Sivilli fell face down on the deck, bloodying his nose. He rolled to one side, looked up and saw a huge spray of water rising in the air. "As I got up," remarked Sivilli, "someone came up to me and said that a sailor by the name of Patterson had been hurt—wrapped around a bitt when the torpedo hit." Sivilli helped carry the wounded man up to the boat deck and into a gun turret out of harm's way and then proceeded to his own battle station in gun turret two.

"When I got to turret two, it was full of smoke. The torpedo hit low in the water close to the turret," he stated. "When I got into the turret, standing by to hand the 16-inch shells onto the hoist, I noticed I was soaked with saltwater and oil thrown up by the explosion."

According to Sivilli, there was a great shock when the torpedo hit, but when it happened, he didn't feel any sense of fear. "You're geared and trained for these things," he said "and when something happens, you automatically go into motion and do the things you're trained to do." Sivilli added, "the fear comes later when you have time to think and dwell on the possibilities. It's then that you get shaky."

Paul Weiser was on the mess deck when the torpedo hit. "I was treating myself to some ice cream when I suddenly felt the ship lift and vibrate. At first I thought we had been in a collision," he said.

When he got to the main deck, people were running to battle stations, not knowing what had happened. "As I got to the main deck I felt the ship list and realized that we had probably taken a torpedo," he said.

Charlie Rosell was in number one fireroom when the torpedo struck. "As soon as we were hit, the fireroom filled with smoke and for the first five minutes you couldn't see your hand in front of your face," said Rosell. "The first thing that ran through my mind was, 'this is it.' " For the next 10 minutes the engineers were doing all they could to get the ship up to full power. After the initial shock, Rosell said, "we were all so busy trying to get to full steam, we didn't have time to worry about how badly we'd been







damaged. I guess all the training came back and I knew what I had to do and what I'd been trained to do and I did it," he said.

Leo Bostwick was standing watch in number two engineroom and had just finished changing lube oil strainers when the torpedo rocked the ship. "I remember smoke was pouring through the vents in the engineroom just as general quarters sounded. I immediately ran to my battle station, which was in the outer handling room of number two turret. When I got there I learned that one man had been blown over the side when the torpedo hit and four others were trapped in the head on the port side. We could hear them beating on the watertight door trying to get out. This was the first time in my life I was really scared," he said.

"I was standing watch by mount eight on the port side when I saw *Wasp* blow up," said Ray Moffitt. "I was watching smoke coming out of her and the fire on her flight deck when I heard someone holler, 'torpedo!' and I looked dead ahead of me and saw the wake and that's when I hightailed it out of there." Moffitt remarked that he was "one fast son-of-a-gun that day" and it took him only a few seconds to get from his watch station to his battle station just before the torpedo hit the ship.

Tom Sible was already at his battle station on a 40mm gun watching the excitement on *Wasp*, when *North Carolina* suddenly heeled to port. "We were making a hard turn to starboard when we got hit and it felt like the ship was going to roll over. I could almost reach out and touch the water," Sible stated. "There wasn't much I could do but yell down to the guys on the main deck to get to their battle stations. I didn't know what had happened, but whatever it was, it was really serious," he said.

Another *North Carolina* veteran, a former gunner's mate, recalled that when the torpedo struck, "it couldn't have jolted us more if we had hit an iceberg. It was a tremendous shock."

The torpedo's blast killed five men and wounded 20 more and left a rectangular hole 32 feet long and 18 feet high in the shell plating. There were no serious fires, but plenty of heavy smoke.

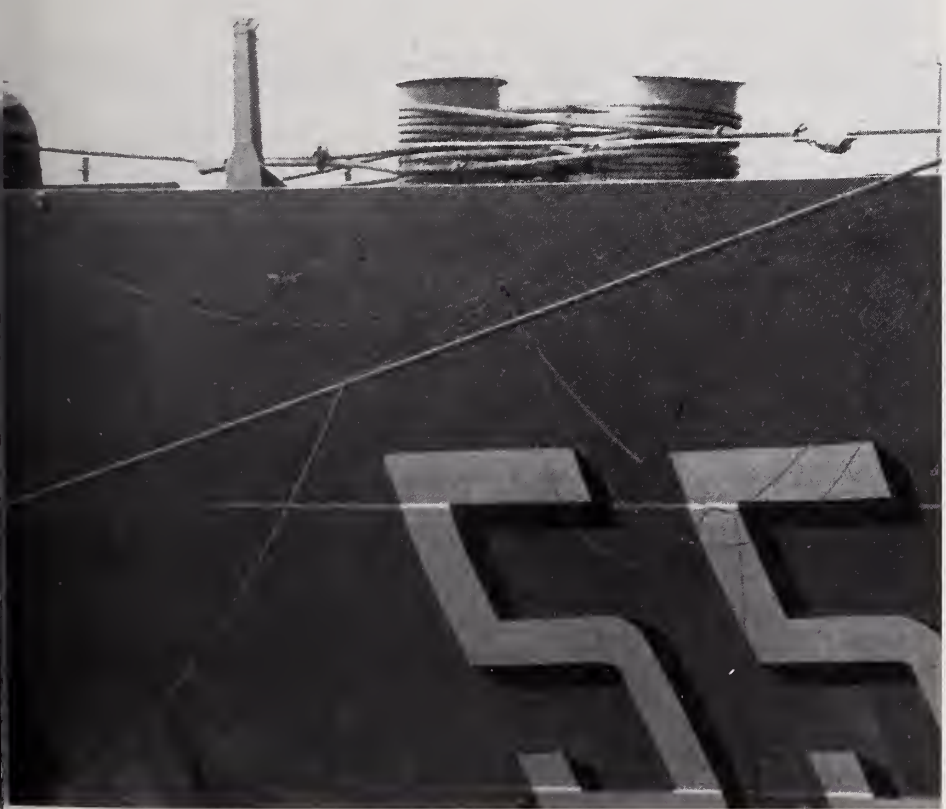
The impact and explosion cracked three sections of armor belt, buckled and ruptured the second and third decks and damaged the roller plate support for the forward turret. The holding bulkhead failed, causing 970 tons of water to flood magazines and various other spaces. And the search-radar antenna was out of commission with a ruptured coaxial line.

After the hit, *North Carolina* had reduced speed, loss of maximum firepower and a significant fuel loss.

Good damage control allowed *North Carolina* to make it to Tongatabu for emergency repairs and then on to Pearl Harbor for permanent repairs. As for *Wasp* and *O'Brien*, neither ship would live to fight another day. Despite five hours of desperate damage control efforts, *Wasp* couldn't be saved and the order was given to abandon ship and the carrier was sunk by torpedoes from USS *Lansdowne* (DD 486). *O'Brien* was patched up in hopes that it could limp its way back to Pearl Harbor. But, the destroyer never made it; it broke up and sank off Samoa.

For the crew of *I-19*, the attack was a major victory. They had delivered a killing blow to a U.S. carrier. Though their elation was great, little did they know that two more of their torpedoes had scored hits. Five out of six fired had found targets, adding up to what experts still say was one of the most spectacular feats in the history of submarine warfare.

According to *I-19* torpedoman Rish-



Miyazawa (far left) and Tange (center) extend hands in friendship to North Carolina veterans as a prelude to ceremonies (left) aboard North Carolina to honor the sailors of I-19 and North Carolina sailors who lost their lives during World War II.

ichi Sugiyama, *I-19* hid under the wake of the *Wasp* after firing its spread of torpedoes, knowing that American destroyers would now be looking for them. "We stayed beneath *Wasp*'s wake at a depth of 80 meters," Sugiyama said, "traveling at only two or three knots."

As *I-19* silently trailed the badly mauled and sinking carrier, the submarine's doctor, Juichiro Miyazawa, was ordered to station himself on the sub's mess deck to count the number of depth charges released by the American warships. Although claims differ, best estimates are that more than 30 of the deadly explosive cans were fired in attempts to sink *I-19*. For Miyazawa, "it was a nerve-wracking experience."

Although *I-19* made its escape unscathed, torpedoman Tadataka Ohtani knew and accepted the risks of being a submariner. "I did not have any fear or concern when we were being hunted by destroyers," he said. "We always thought it was the highest honor to share the fate of our ship. We felt this way for the love of Emperor first and country second."

Ohtani continued by saying that "the most important task of a submarine is to sink enemy warships. Therefore we felt the greatest satisfaction in a sinking." Ohtani said that *I-19*'s sinking of *Wasp* was reported rather dramatically in Japanese newspapers and the *I-19* crew members were hailed as heroes upon their return to port.

When Ohtani first learned of the additional hits on *North Carolina* and *O'Brien* more than 20 years after the event, he said his first thoughts were of his lost shipmates on *I-19*, sunk off Tarawa in November 1943. He felt badly, that before going to their deaths, they didn't know of the real damage they had inflicted on the American task force that September day in 1942.

In looking back on this and other experiences of the war, Sugiyama praised the loyalty, fighting spirit and patriotism of the sailors in both navies. "I have always had a great sympathy for the sailors on both sides who lost their lives in the war," he said, "and along with those who died on *North Carolina*, I wish all of them to rest in peace."

On the third and final day of their visit, the *I-19* guests and their hosts were joined by other *North Carolina* veterans from throughout the country, to pay formal tribute to the sailors who died while serving on *North Carolina* and *I-19* in World War II.

Before the reviewing stand opposite the North Carolina Memorial, the Rising Sun flag of Japan and the Stars and Stripes snapped side-by-side in the breeze. As the 2nd Marine Division Band struck up a martial air, the Japanese delegation passed through a receiving line made up of the former *North Carolina* sailors and shook the hand of each man.

Guest speakers at the memorial ceremonies were Ms. Patric Dorsey, secretary of cultural resources for the State of North Carolina; Capt. Yasuo Wakabayashi, naval attache at the Japanese Embassy in Washington, D.C.; and retired Rear Adm. Julian T. Burke, former commander of U.S. Naval Forces in Japan and a *North Carolina* plankowner.

Following remarks by Dorsey welcoming all the veterans to Wilmington on behalf of the state, Wakabayashi, speaking for the Japanese veterans of *I-19*, praised the sailors on both sides "who carried out their missions completely." He added, that at this ceremony, "Both the Americans and Japanese are together for the first time in the same place. This in itself is an expression of both nations showing their respect for peace."

Burke, speaking for the *North Carolina* veterans, also was on board the battleship when it was torpedoed. Burke recalled the stirring events of the torpedo attack for the assembled veterans, their families and guests. He explained that although two of the five hits on U.S. ships that day were purely by chance, the damage was recorded as the most deadly spread of torpedoes fired in combat before or since.

Burke also told of his experiences while commanding U.S. Navy forces in Japan. Emphasizing his close relationship with his Japanese hosts during his tenure there, he praised both the people and their culture and closed by saying that both countries "have shared experiences, which is what makes friendships."

After memorial addresses, there was an exchange of commemorative bronze plaques as a remembrance of the joint reunion. Receiving the plaque for *North*





Carolina was Herbert Sisco, and representing *I-19* was Tadataka Ohtani. The plaques' inscriptions read:

Having endured the perils of
World War II
as mortal enemies,
we now offer to each other
the hand of friendship,
fervently sharing the hope
that the sacrifices made in that war
will never be forgotten or repeated.

In closing ceremonies, as all assembled stood and silently reflected on those who gave their lives on *North Carolina* and *I-19*, two Navy enlisted men dropped a wreath from the bow of *North Carolina* as the Marine band played the Navy Hymn. The ship's bell was tolled and following the benediction by retired U.S. Navy Capt. Michael Frimenko, CHC, a Marine honor guard fired a 21-gun salute as taps echoed across the Cape Fear River.

After the memorial service, the joint affair took on a more festive turn with a cookout at a local park in Wilmington. Amid an atmosphere of good fellowship, the Japanese and American veterans put the past behind them and settled down to enjoy each other's company over hot dogs, hamburgers and beer. Like celebrities, the *I-19* veterans spent much of their time signing autographs and shaking hands.

During the festivities, Blee made a very special presentation to the Japanese by returning to them a fragment of the stray torpedo that hit *North Carolina*. Encased in red velvet within a glassed frame, the attached inscription read:

Fragment of stray torpedo fired by
I-19
and retrieved by BB 55 Sept. 15, 1942.
Returned to I-19, June 24, 1986
with apologies for the
damage done to it
when we hit it.

Accepting the 44-year-old memento, the Japanese lightheartedly warned the *North Carolina* sailors that in the future, they should "be more careful around stray objects floating in the water."

The joint reunion was claimed by all of those present to be a resounding success. One *North Carolina* veteran remarked, "This is the best reunion I've been to and I've been to a few of them." Another observed, "This reunion has been a highlight for me. I think it's great to finally meet our former enemy."

For Rishichi Sugiyama, the reunion was a steppingstone along the way to achieving greater cooperation between the United States and Japan. "All of us were very much impressed with the broad-mindedness and generosity of our hosts," he said, "and it is hard for me to believe that we were once mortal enemies."

Dr. Miyazawa expressed his deep appreciation to the *North Carolina* veterans for inviting him and his former shipmates to the joint memorial. Speaking for the Japanese delegation, Miyazawa said that he was very pleased with the reunion and in a small but important way, it represented a contribution to future peace. □

—Story and photos by JO2 Mike McKinley



From left: Miyazawa signs his autograph for a North Carolina crew member as Sugiyama engages in light-hearted conversation with two of his hosts at a cookout.

College football on the lighter side

The 150 game

Every year a lot of talented high school players have to face a disheartening fact: They're simply not big enough to play college football. During the last 40 years, a handful of schools on the East Coast have given thousands of these players a new lease on gridiron life. It's called lightweight football.

Lightweight football is played by standard NCAA collegiate rules, with a few modifications. The biggest difference is that players are required to weigh in at 158 pounds or less 48 hours before each game.

The U.S. Naval Academy at Annapolis, Md., is among the six teams that make up the Eastern Lightweight Football League. Players in this league may be smaller, but they have to put forth a big effort.

"They go without," said first-year coach Lt.Col. Lonnie Messick. "They're the type of dedicated athletes who give their all to the game. They're competitors."

A record 193 people tried out for the team this year. Most of them had high school football experience, and many of those already were proven, top-quality athletes. As one coach put it: "Most of these guys were All-City, All-State, All-something . . . they're just not big enough to play heavyweight ball."

2nd Lt. Mike Killion was just such a player. He won state honors in high school, where he played nose guard. He weighed 195 pounds.

"A 195-pound nose guard can cut it in high school, but at a college like Navy, you're not going to make it," said Killion, a former lightweight player who now coaches Navy's defensive backs. "The smallest nose guard on the heavyweight team is 245 pounds. Quickness can't make up for 50 pounds."

Killion tried out for, but didn't make, the big team. But he found his niche with the lightweights, where he was selected to the All-Conference team three years in a row.

Jack Cloud saw a lot of players like Mike Killion during the 25 years he was involved with lightweight football, before he stepped down as head coach in 1982.

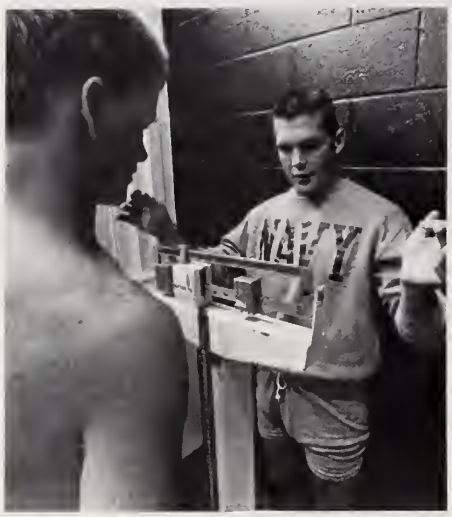
These guys play purely for the love of the game," he said. "Some of them are as tough as nails," he added. "If they weighed a little more, some of them would be All-America on the big team."

Although an occasional player works his way up to the big team, most team members realize that such cases are the

Although the weight limit for players is strict, there is no limit to the intensity and high caliber of play.




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exception rather than the rule. Besides, they take their brand of football just as seriously as the heavyweights; from the standpoint of intensity, it's the same game.

The lightweights' practice sessions consist of 26 five-minute periods. During these periods, everyone goes all-out, working on the team's wishbone offense, the potent passing game and the intimidating defense. From a distance, you could mistake these workouts for those of the big team.

Still, every year there are a few guys who try out for the team without really taking lightweight football seriously. They usually are surprised by the high caliber and high intensity of play.

"This isn't an easy way to get a varsity letter. This is very competitive ball," said Tony Prado, one of the team captains.

The team trainer agrees. "Everybody's the same size," she said. "If a player gets beat, he can't say that it's because the other guy was bigger."

Ensign Dave Pimpo, a former starter on Navy's big team, had never given much thought to lightweight football before he started working with the team as a graduate assistant.

"When you come down here and work with these guys, you gain a lot respect for them," he said. "They're self-motivated. These guys are here because they love the game."

So it seems. There certainly is no glamorous side to being a lightweight football player. There is none of the pagentry generally associated with college football, and little, if any, media attention. As Cloud put it: "The newspapers might run something, but you'd need a magnifying glass to read it."

There is, however, plenty of hard work, as most players fight a constant battle with their weight throughout the season.

"Most of the guys I coach are normally around 190 pounds in the off-season," said assistant coach Lt. Bob Moore, a former offensive lineman on Navy's big team, who stands 6-foot-5 and weighs 260 pounds. "I loved playing football, but I wouldn't have starved myself to play."

But lightweight players *are* willing to starve, sweat and work to play. Perhaps that's what makes this version of college football so interesting. You can't help but get something out of a sport where the players put so much in with so little return, just because they love to play.□

—Story and photos by JO1(SW) E. Foster-Simeon











From pre-game weigh-in to post-game exhaustion, lightweight football clearly is a big game—that just happens to be played by small people.

Navy Rugby

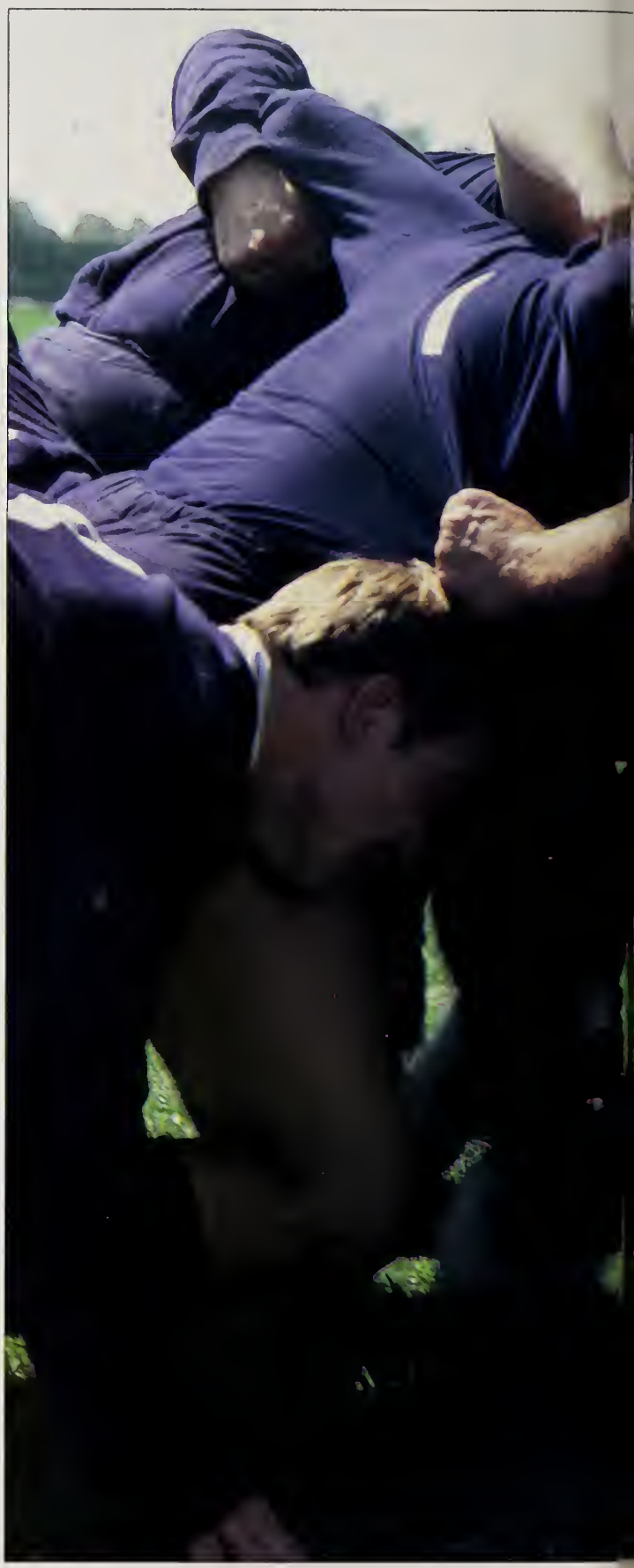
Controlled aggression

This year's sold out exhibition game between the Chicago Bears and the Dallas Cowboys in London marked the growing popularity of American football in England. But even as more and more Englishmen are discovering the American game, more and more Americans are discovering and enjoying the English version of the same sport—rugby.

Recently at Fort McNair in Washington, D.C., an interservice rugby tournament was held with all five services entering teams. To those who have never watched it before, rugby can best be described as a "sport of elegant violence."

The objective of the game is simple: Move the ball across the opposing team's goal line and touch it to the ground. This is easier said than done.







Navy rugby

Cmdr. F.H. Michaelis, director of Navy rugby, says rugby has all the multiple-option aspects of chess, but is played on a physical as well as mental level.

Col. Richard D. Battock USAF, chairman of the Combined Services Committee, United States of America Rugby Football Union, is both a military man and a rugby player. He sees many parallels between his career and his hobby. Both require physical fitness, knowledge of tactics, *esprit de corps* and controlled aggression. "These are all qualities you want in a soldier, airman, sailor or Marine, and rugby can help develop them. It helps mold an outgoing and motivated individual as well," Battock said.

Michaelis agrees with Battock, adding that rugby also teaches leadership and teamwork. "It is a builder of camaraderie. The winning side is the side that has learned to play together as a team." The military is the same way, he went on to explain. "In any military operation, nobody goes anywhere or accomplishes anything if they are not part of a team.

"Rugby becomes a way of life," Michaelis said. "It gives you a chance to vent your frustrations and redirect your aggression by pushing yourself to your limits. But at the same time, if you are acting out a vendetta, you are not playing rugby."

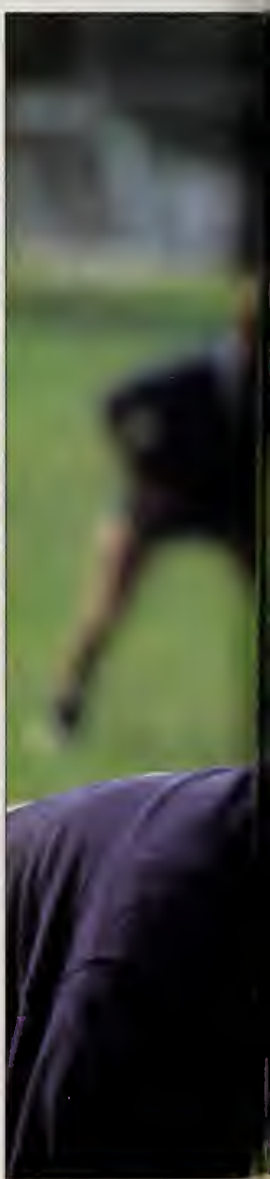
Players compete without the heavy pads that characterize the American game, and according to Michaelis, a surprising fact about rugby is the lack of injuries. Unlike American football, the number of players seriously hurt is relatively small. "Always play all out, whether you are attacking or being hit. If you're going at full speed, you actually reduce the chance of injury."

Rugby is a strange mixture of gentlemanly traditions and on-the-field aggres-









sion. The player who smashes an opponent to the ground with a violent tackle is the first to lend him a hand up. The referee always is addressed as "Sir" or "Mister," and the rules are referred to as "laws."

"You learn to respect your opponent and treat him courteously," Michaelis said.

There is a saying in rugby circles: soccer is a gentlemen's game played by ruffians; rugby is a ruffian's game played by gentlemen. This is most evident when the final whistle is blown.

Unlike most sports, where teams go their separate ways after the game, it is considered bad form in rugby if an individual does not stay and socialize with the opposing team and referee after the match.

"The sharing of a glass of your favorite refreshment is a very big part of the game," Battock said. "Every bit as important as the game itself is the laughter, singing and post-game camaraderie. I have seen very little bad blood after a game."

Because it is still a relatively small sport, those who play tend to feel as if they belong to a special brotherhood. "I can go anyplace in this world and find hospitality from another rugby player. While on my travels throughout the world I have been treated like a long lost son by strangers who were fellow players," Battock said. A rugby player always has a home, even if it is one filled with controlled aggression.□

—Story and photos by JO2 Lynn Jenkins

Strength, speed, a willingness to play when hurt, and intense concentration are valued traits in a rugby player.



RADM Grace Hopper, USNR (ret.)

Looking ahead

What would you like to be doing at age 79?

Rear Adm. Grace M. Hopper is doing what she always has enjoyed the most—teaching—but no longer for the Navy. Since her recent retirement, after more than 40 years combined reserve and active duty service, Hopper has gone straight into a top job in private industry. Clearly, retirement is far from her mind. She still wants to teach and get people interested in computers.

Hopper works for the Digital Equipment Corporation in Washington, D.C., as a senior consultant. She travels around the country, speaking at engineering forums, colleges, universities, and computer seminars seeking to motivate and inspire young people to get acquainted with computers. Her lectures have been quite popular. In fact, she's booked ahead for the next six months.

"When I get invitations to schools and colleges, I like to go because I like to encourage the youngsters. I like our young people. They know more, they question more and they learn more" than people in what Hopper calls the "in-between years"—ages 40 to 45.

The young people she most fondly speaks of are in the 17 to 20 age group. "It surprises me that I have less difficulty talking with them, telling them things, encouraging them and leading them in the right direction than I do with the people in the in-between years."

Hopper keeps to that theme in her lectures, which, incidently, don't go too easy on managers and bureaucrats, according to K.B. Hancock, head of the Naval Data Automation Command, who attended his first Hopper lecture in the mid-70s. "Her lectures challenge the bureaucracy and people in management positions to become less staid and more innovative; in particular, to grant a little more freedom to the young folks to experiment and do new things," Hancock said.

Hopper's experiences with managers and bureaucrats have led her to make a popular dictum her personal slogan: "Never, never, never say *we've always done it that way*." She complains that too many people still use habit as the only excuse for continuing to do something a certain way. She sighs and says, "It's *so* hard to change people."

She has a suggestion for the Navy: Every ship should have a computer on board that's *not* a part of the ship's information systems but is just for the crew to play with and to learn to use. She feels they'll all need to know how to use one sooner or later.

Hopper introduced the Navy to future computer languages through her invention of the first English language compiler—which later formed the basis for COBOL (Common Business Oriented Language). "I thought the best way to get people to use computers was to make it easier for them. That first compiler was an introduction to all of the (computer) languages. I think we're only at the beginning. I keep trying to tell everybody we've only got the model Ts now."

Another suggestion Hopper has concerns leadership in the Navy. "I think the youngsters are looking for something," she says. "They're looking for leadership and the chance to prove themselves.

"I joined the Navy during World War II and my attitudes about leadership are left over from then: It's a two-way street. Up and down. Respect your superior, keep him informed, and make suggestions. Superiors, take care of your crew. You manage *things*; you *lead* people.

"We need to bring that (attitude) back again, and I think the Navy is bringing it back."

Hopper graduated from Vassar College in 1928, then earned degrees in mathematics (master's in 1930 and doctorate in 1934) from Yale University. She returned to Vassar in 1931 and taught mathematics for the next 13 years. Then, she studied for two years at New York University on a faculty fellowship.

She entered the Naval Reserve in 1943 and attended the USNR Midshipman School-W in Northampton, Mass. After graduation, Lt.j.g. Hopper was assigned on active duty to the Bureau of Ordnance Computation at Harvard to work on the first large-scale digital computer, Mark I.

In 1946, women were asked to augment the regular Navy. Hopper, then 40, put in her paperwork but was turned down because, for the first time, she was told she was "too old." She continued work at Harvard on the Mark II and Mark III computers for the Navy as a



Then-Capt. Hopper talks with a fellow employee about a phase of her computer work for OPNAV. Photo by PH1 David C. MacLean.

civilian and remained in the Naval Reserve.

In 1949, she moved to Philadelphia with the company that later merged into the Sperry Corporation and helped develop UNIVAC I, the first commercial large-scale electronic computer. She moved up in the reserve, to the rank of lieutenant commander in 1952 and commander in 1957.

In 1966, at the age of 60, she was retired after 22 years in the Naval Reserve. Eight months later, she was recalled to active duty. Since normal retirement age was 60, Hopper was recalled to active duty from the retired reserve list under a procedure that allows yearly extensions. She worked with the office of the chief of naval operations for the next 10 years. She was promoted to the rank of captain at the age of 67.

It was during this period that she completed what many consider the major achievement of her career: the standardization of COBOL.

In 1977, she served as special advisor to Commander, Naval Data Automation Command. In 1983, she was promoted to the rank of commodore (changed to rear admiral in November 1985) by special presidential appointment.

On Sept. 1, 1986, her name was returned to the Naval Reserve retired list, bringing to a close the unique relationship with the Navy that has been her life.

To recognize Hopper, a special facility for the Navy Regional Data Automation Command, being built at NAS North Island, San Diego, will be named "The Grace M. Hopper Service Center," the facility will have a room set aside for her numerous awards, honorary degrees and military decorations. The facility is scheduled to open next year.

In discussing the best career opportunities for women, Hopper recommends the Navy over the academic and business communities.

"As far as I'm concerned, for women, the Navy world is the best. In the Navy, I had the same opportunities in training and promotions as the men—and that wasn't always true in the academic or business worlds."

Her goals at Digital include getting into the new fields of optical computers, data base management and any other "new stuff."

What happened to the backward clock that hung in her NavDAC office to remind people to go forward rather than backward? Is it hanging at Digital? "No, when I left I gave it to the new head of NavDAC—I told him he'd probably need it."

The highlights of her career, she says, have been all the young people she has trained. She feels it's the most important job she's done, as well as the most rewarding. "I am very sorry for people, who at 30, 40 or 50 retire mentally and stop learning."

Hopper intends to learn more herself in the years to come, just by doing what she enjoys the most—teaching.□

—Story by Candace Sams



Navy Band

Lollipop Concert

Mmmmm, mmmm, good.

The Navy Band's Silver Anniversary Lollipop Concert was a delight to the senses. Colorfully costumed Shriner Clowns gave away thousands of tasty lollipops to kids of all ages. The delicious smell of fried chicken and potato salad was carried on a gentle autumn breeze among the picnickers who sat and enjoyed the luxurious feel of thick green grass against their bare feet. And, of course, everyone's ears thrilled to some of the finest music in the world as the United States Navy Band began its 25th Lollipop Concert in Washington, D.C.

Performed before more than 15,000 people, the Lollipop Concert is the band's largest annual event. When the event first began back in the early '60s, the band offered a fairly standard "pops" concert: light music for a general audience. Then someone came up with the idea to give the kids something to look at as well, to put on a show of some kind.

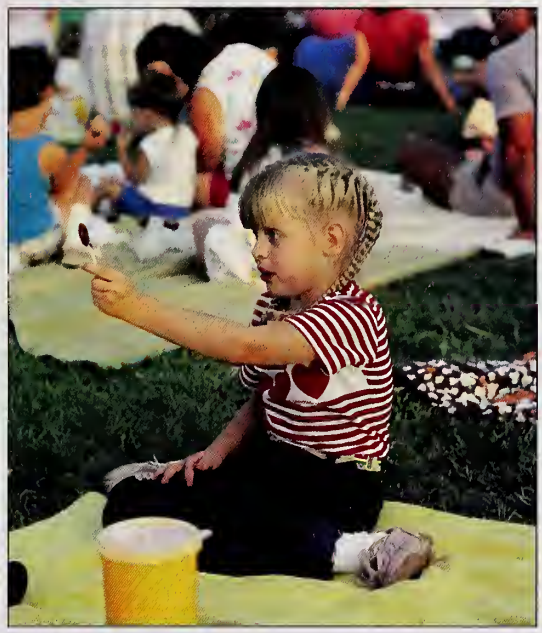
"Little by little, the concert evolved into a real show—as much a visual production as a concert," said Lollipop producer Chief Musician Chuck Yates. Yates is very pleased with what the concert has become. "The kids in the audience just go bananas over the costumes and characters. This year's special guest star, Mickey Mouse, was a real big hit."

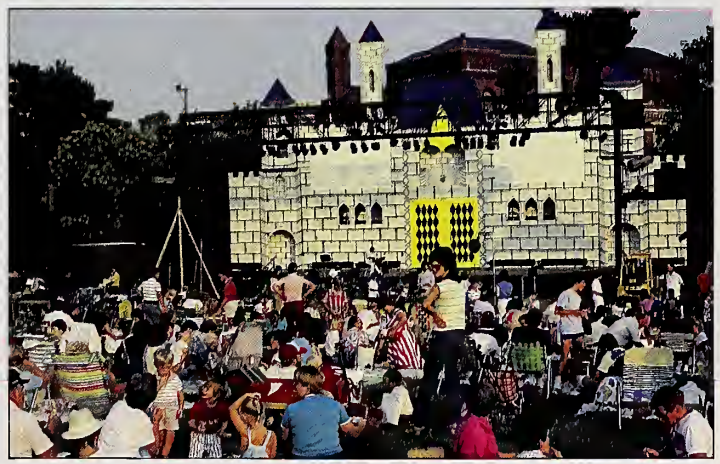
For this year's silver anniversary show, the band decided to highlight some of the best routines of past performances. "The Bear Necessities," "The Good Ship Lollipop," and "Chim Chim Cheree," were just a few of this year's routines performed at the Sylvan Theater in front of an 80-foot-high castle set at the foot of the Washington Monument.

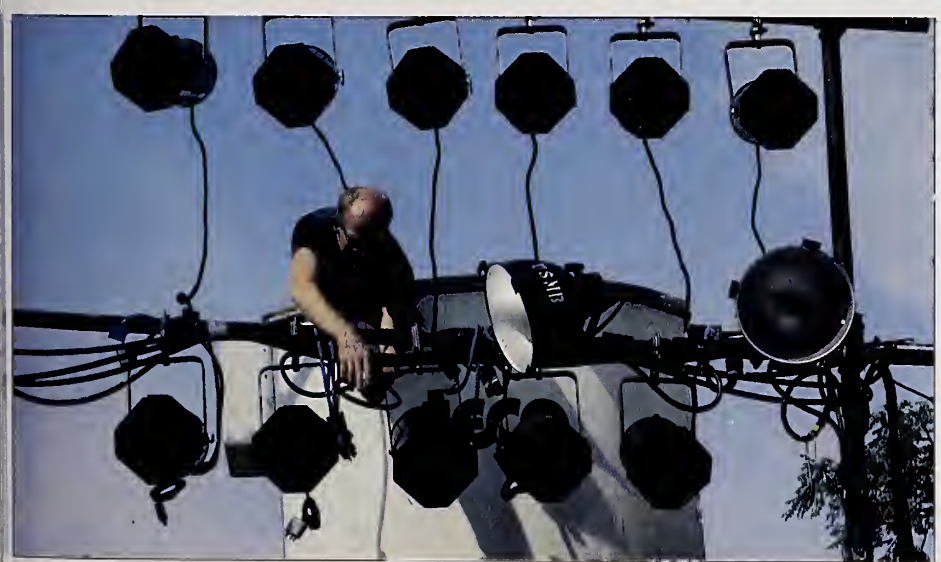
Band members get as much pleasure out of the performance as the kids. "It's very exciting, the night of the show," Yates said, "to sit there and watch something that was just a thought come to life on stage, where you can actually see it."

It takes a lot of work to bring those thoughts to life. The band members must design the costumes, build the sets, practice the dance routines and rehearse the whole show, starting weeks before the performance and continuing right up un-



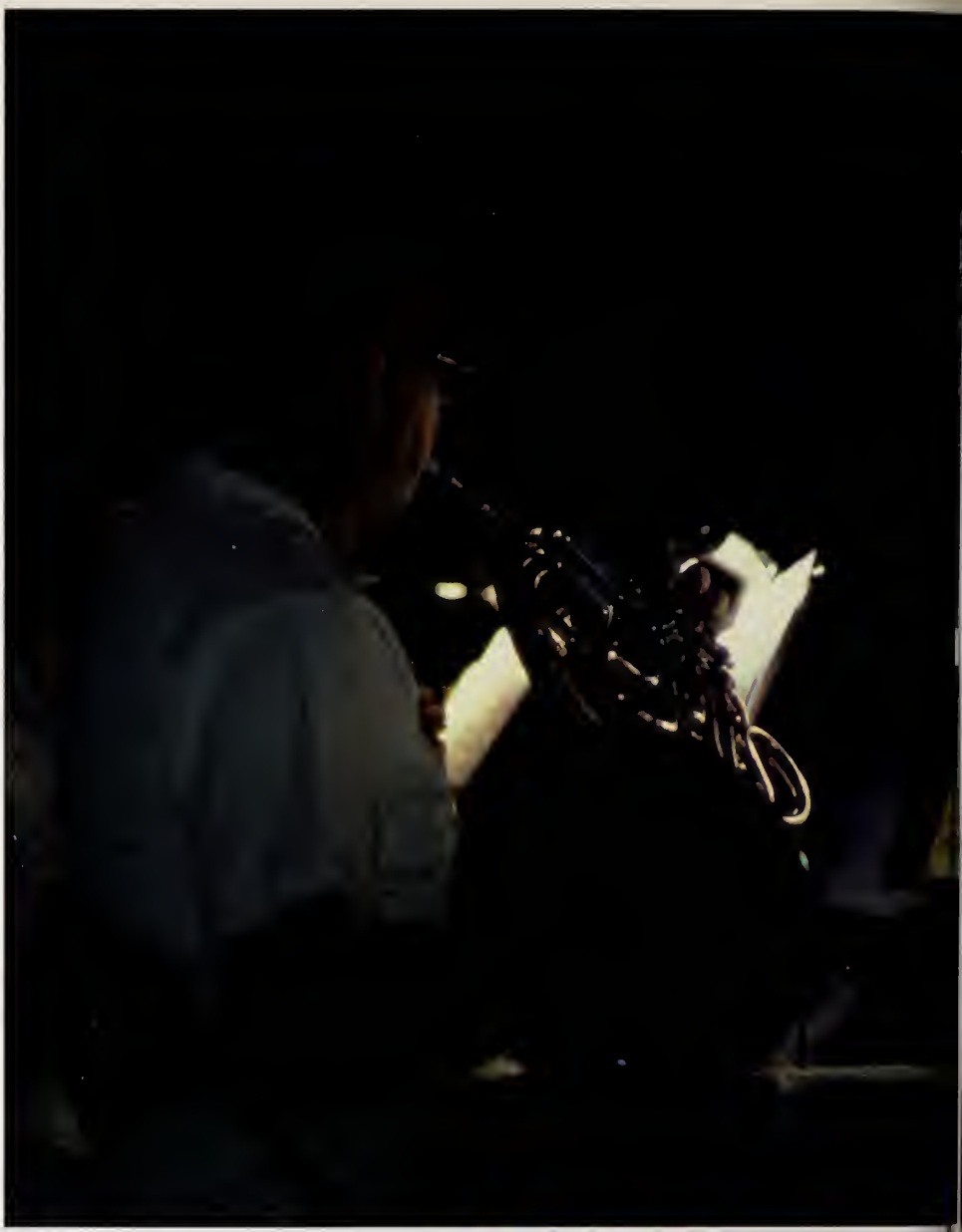






Clowns hand out lollipops to kids of all ages as people begin to gather in front of the stage designed and built by Navy Band members. Before the crowds arrive, band members spend many hours setting up the stage and arranging the lighting.





til the audience arrives. The day before the performance, band members were at the Sylvan Theater setting up the stage. They worked through the day, left to perform one of their regular summer concerts at the Navy Yard, then returned and worked through the night to finish the stage for the Lollipop.

Local community talent was included in the performance. For the dances, members of the Navy's Sea Chanters chorus were joined by children from Teresa Home School in Arlington, Va. "It's an amazing little school that is owned and operated by former Navy Band members," Yates said. "The concentration there is on the arts, and the school faculty looks on the children's involvement in the show as an important educational experience. We show the teachers the dance routines, they and the kids learn them, they rehearse them and when we come back, we can just plug them into the show.

"The kids are amazing little troupers," Yates said.

On performance day, band members went through a dress rehearsal and made any last minute adjustments. "It requires eight months to a year of working very hard," according to Yates. "You don't get a whole lot out of your efforts until the night of the show. But when it's over and you see thousands of kids and their parents elated and knocked out by professionalism on display, it's worth it. You are paid 10 times over."□

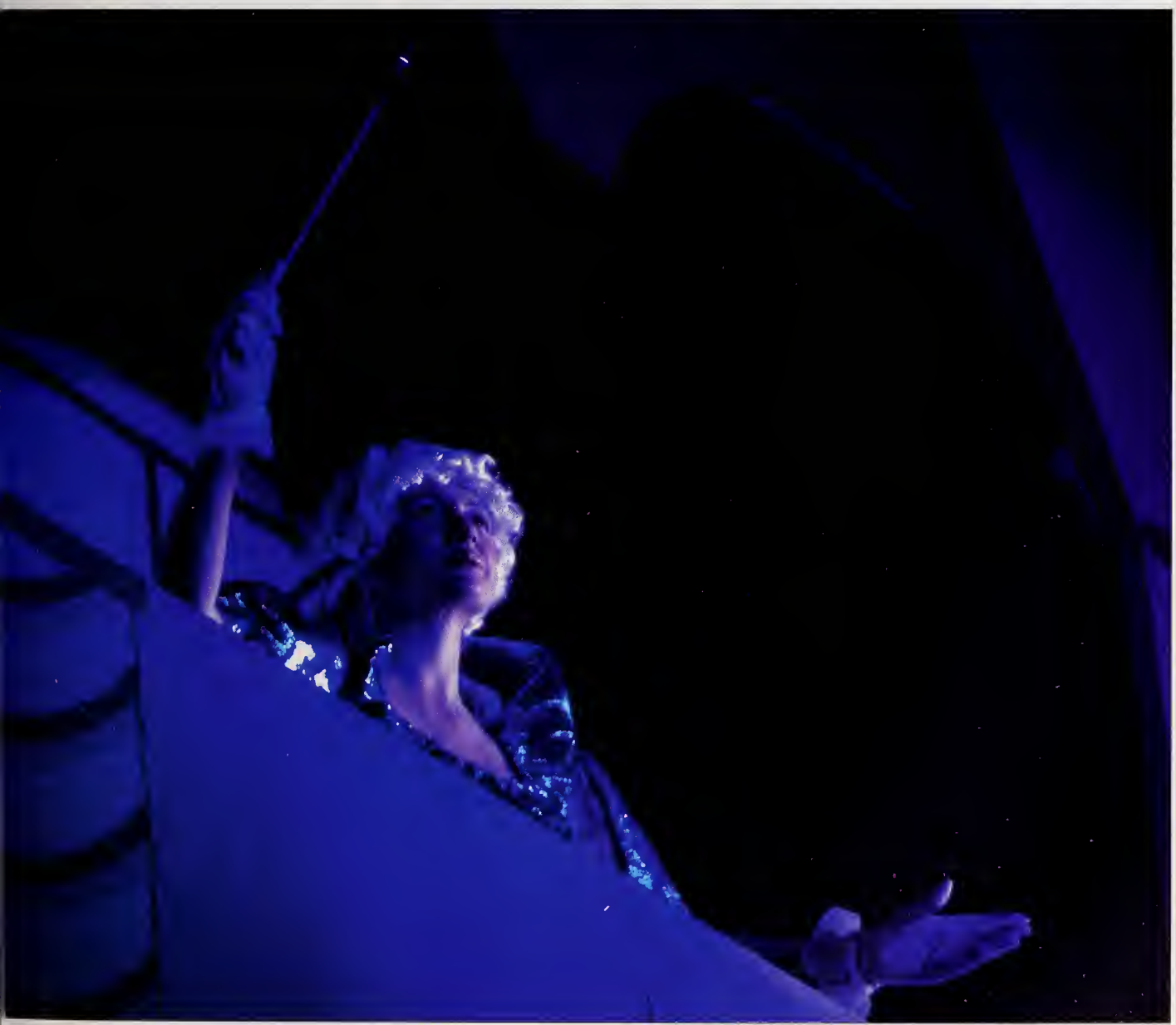
—Story and photos by JO2 Lynn Jenkins







Off stage, band members and volunteer children prepare for their grand entrances, culminating in the magical finale.



EOD

Students at the Navy's Explosive Ordnance Disposal School enjoy a luxury they aren't likely to get in the real world—a second chance.



The scene is a damp, wooded area about 25 miles south of Washington, D.C., where tree-filtered sunlight covers the ground with a shifting pattern of light and shadow. It's the peak of summer and the number for the day is 90—90 degrees, 90 percent humidity and the buzzing, biting bother of about 90 million bugs.

In this environment, a dozen or so sailors are learning some of what it takes to be technicians in one of the Navy's most intriguing and fastest-growing specialties.

One young man, clad in khaki shorts and a T-shirt, fans the flies away from his sweat-streaked face as he studies a large metallic object nestled against a decaying tree stump.

Under the watchful eye of an instructor, he gingerly attaches a line to the rusting sphere and leads the line through a small pulley fixed to a nearby stake in the ground. Then walking backwards, he pays out about 200 feet of line. When he reaches the end of his line, he crouches behind a tree.

The flies are back. This time, however, the sailor doesn't flinch. His attention is focused solely on the large metal object and the line, which he slowly pulls taut. He pauses, then begins retrieving the line in a painstakingly slow, hand-over-hand motion. With each inch of line he collects, the metallic object turns a few degrees. Another inch. Another few degrees. Another inch. Another few . . . .

Suddenly, a blinding flash is followed instantly by a crushing concussion!

The young man cringes as the explosion sends up a spray of muddy debris in the distance. No one has to tell him that he made a serious mistake. A half-

pound block of TNT—positioned far enough away to be safe, but close enough to scare a person witless—does the job just fine.

It's all part of the training program at the Navy's Explosive Ordnance Disposal School at Indian Head, Md. There, students learn to safely recover and dispose of all types of explosive weapons, ranging from Civil War-era cannon balls to today's nuclear warheads. A series of practical exercises at the joint-service training facility allow students to apply what they've learned in the classroom to the real-life problems they may encounter in the field.

"There's a lot of common sense required in this business, and there's no written test for common sense," says Senior Chief Electronics Technician Ken Grimes, a master EOD technician who heads one of the school's curriculum sections. "The good thing about this school is that (when you make a mistake) *here* you get a second chance."

As all instructors (and most students) know, there are very few second chances when dealing with real bombs in the real world.

Even with second chances, however, becoming a Navy EOD technician is difficult. Too difficult for many.

According to a spokesman for the school, nearly 25 percent of the sailors who begin EOD training are unable to complete the course. Nearly one-third of the students from the other services fail to graduate. A look at the training requirements for EOD technicians offers some explanation of why attrition rates are so high.

Before being accepted into the training program, volunteers must first meet a series of demanding physical requirements. Actual training begins at the Naval Diving and Salvage school in Panama City, Fla., where students receive 13 weeks of 2nd class diver training. Following dive school, students proceed to Redstone Army Arsenal in Huntsville, Ala., for three weeks of chemical and biological weapons training. From there it's on to Indian Head, Md., for 30 weeks of basic ordnance disposal training which is presented in three phases: surface ordnance, 18 weeks; underwater ordnance, nine weeks; and nuclear weapons, three weeks. (Students from the other services go through the same training with the exception of diving school in Florida and the underwater division in Maryland.)



Since most of the curriculum is classified, no literature or materials may be removed from the school. Students are required to do all of their studying in school or in a secure study hall between 6 p.m. and 10 p.m.

What does it take to complete such an extensive and demanding training?

"It just takes good common sense," says Senior Chief Boatswain's Mate William J. Elliott, assistant training director. "We have had academy graduates flunk out and not-so-brights pass."

Those who successfully complete EOD training are faced with one of the most challenging careers in the military.

Unlike many military units, EOD technicians seem to be as busy during peacetime as they are during wars. Navy EOD units' routines include:

- clearing explosive debris from combat areas;
- performing routine disposal operations during tests and training operations that use live ordnance;
- searching for lost weapons or downed aircraft;
- clearing target range areas; routinely deploying aboard aircraft carriers, ammunition ships, submarine tenders and helicopter landing ships; and
- assisting civilian authorities with bomb threats and other explosive incidents.

After the cease-fire in Vietnam, Navy EOD technicians played a key role in

A sailor works on a practical exercise (left) while a soldier (above) handles live explosives. Navy women are not eligible for EOD training.



Operation End Sweep—the clearance of U.S. mines from the waters of North Vietnam. In 1974 they assisted in the clearance of the Suez Canal which had been closed to shipping since the 1967 war between Egypt and Israel. And legend has it that during the Vietnam War, a Navy EOD technician was called into a sandbagged medical operating room to disarm a live mortar round lodged in a soldier's chest.

Today, the EOD community is one of the fastest growing specialties in the Navy. According to Elliott, there are about 500 technicians in the Navy, and operational requirements will double that number by 1990.

Only E-5s and above are accepted for training as EOD technicians. However, to fill projected manning requirements, the Navy recently established an EOD apprentice program. This program provides E-4s with diving and demolition training followed with OJT with an operational unit (or detachment). Proven apprentices return to EOD school for the full course within 12 to 24 months. A new detachment of the EOD School also is scheduled to open at Eglin Air Force Base in Florida in 1988.

The Navy has been training EOD technicians for 45 years, but it did not develop this specialty. The British get credit for that.

According to documents provided by the school, the first military and civilian bomb disposal units were organized by the British during World War II when German air attacks littered the island nation with delayed-action bombs, and duds caused by defective bomb mechanisms.

Some 7,000 people were working in bomb disposal units as early as 1940. During that year the number of unexploded bombs in Britain rose from 3,000 to 10,000. The required evacuation area of 600 yards around each bomb added tremendously to the number of homeless in the country.

By the end of 1940, British bomb disposal units, often operating by trial and

error, had dealt with 8,000 of the 10,000 reported unexploded bombs. The cost was heavy, however: 123 officers and men killed and 67 wounded.

Several years ago a television series chronicled the exploits of British bomb disposal units during the war. The program, *Danger: UXB* was very popular among EOD technicians in the U.S. Navy.

"The stuff in that program was real," says Lt. Dave Thomas, a former enlisted EOD technician who now is a limited duty officer in the specialty. "We got our beginning from the British, and they learned the hard way."

Indeed, the United States did learn a lot from the British. Enough to have mine and bomb disposal training facilities in operation by the time the United States became involved in the war with Germany.

For several years, bomb disposal and mine disposal techniques were taught at separate training facilities. In 1945, those facilities were ordered closed as part of the post-war military cutback. It was soon obvious, however, that there was a continuing need for disposal personnel to clear World War II ordnance and explosive debris. The decision was made to combine bomb and mine disposal training at one school.

The revised training course was entitled Explosive Ordnance Disposal, which led to the term EOD. The U.S. Naval School, Explosive Ordnance Disposal, was officially established at Indian Head, Md., in June 1947.

Today, with four decades of experience under its belt, the bomb disposal community has learned to work safely with some of the most dangerous materials on earth. The television image of a bomb disposal expert pondering the choice between cutting the red or black wire is just about passé. There's little dramatic guesswork involved in modern EOD procedures. A mountain of publications that are the stock and trade of today's EOD technicians list nearly every explosive weapon, foreign and domestic, and their tested "render-safe" procedures.

"In '65 when we deployed, all we took with us was our diving gear," says Elliott. "Now we take about two tons of gear, and one ton of that is publications."

Even with dramatically improved safety procedures, bomb disposal is hardly taken lightly.

"I don't recommend it for children and other growing things," says Chief Engineman Jack Hufty, a master EOD technician who has spent 17 of his 25 years in the Navy in the specialty. "You have to dedicate 100 percent of your efforts. Anything less will kill ya'."

Just how dangerous is explosive ord-



Whether connecting charges to a detonator (left) or trying to disarm a mine (right), fractions of an inch can make a very big difference (next page).



nace disposal? Thomas likes to tell the story of a visit he was paid by an insurance salesman.

The salesman knocked on Thomas' door and asked for the opportunity to give his sales pitch. Once inside, the first question he asked was whether Thomas was an aviator—one of the most dangerous professions in the Navy, according to insurers. He seemed relieved when the reply was no. When Thomas listed his profession as an EOD technician, the salesman paused for a moment, then said: "It's been nice talking to you, but I can't help you," and left.

"About 50 percent of the decisions made in the corporate world are bad decisions, but the other 50 percent make money for the company," says Thomas. "In EOD, people can die if they make a mistake."

Thomas' wife Linda tries not to dwell on the dangers that are an everyday part of her husband's profession. "If I thought about it, it would probably worry me," she says. "I know they're trained well and that it's a fairly safe job. Very few have been killed."

A memorial near the entrance to the school seems to bear her out. The memorial lists the names of EOD technicians from each of the services who have been killed performing EOD missions. In 43 years the names of 23 Navy EOD technicians have been listed on the memorial. It is a surprisingly low number, when one considers that those 43 years cover every military conflict since World War II.

A lot of credit for how safely EOD technicians work in the field goes to the training they receive at EOD school. Some say, however, that a lot more is owed to a combination of fear and respect for the materials they work with.

"When it's no longer scary, you've lost your respect for it," says one veteran EOD technician. "The day you don't feel scared anymore is the day it's time to quit and go home."□

—Story and photos by JO1(SW) E. Foster-Simeon

The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands *presents a short review of articles that appeared in previous issues.*

10 YEARS AGO—November 1976

• Scientists at the Naval Research Laboratory (NRL) have been able to generate a laser beam at a wavelength of 53.22 billionths of a meter, the shortest wavelength of coherent radiation ever reported. According to Dr. R.A. Andrews, a member of the NRL team credited with the breakthrough, the accomplishment is a major step toward the development of an X-ray laser system.

• The Naval Weapons Center, China Lake, Calif., has come up with a new heat-seeking night attack weapons system for air-to-surface missiles. The system uses a forward-looking infrared system for target detection which is being developed for the A-6E and A-7E aircraft and is planned for the F-18.

20 YEARS AGO—November 1966

• USS *Richard E. Kraus* (DD 849) recently received a tribute enjoyed by few ships. A bridge north of DaNang was named (unofficially) after the destroyer by the defending troops. Frequently during a three-day mission, *Kraus* provided the necessary punch to allow the troops to defend the bridge successfully against repeated attacks by the Viet Cong. As a direct result of *Kraus*'s pinpoint accuracy with its gunfire, the bridge remained open and in friendly hands.

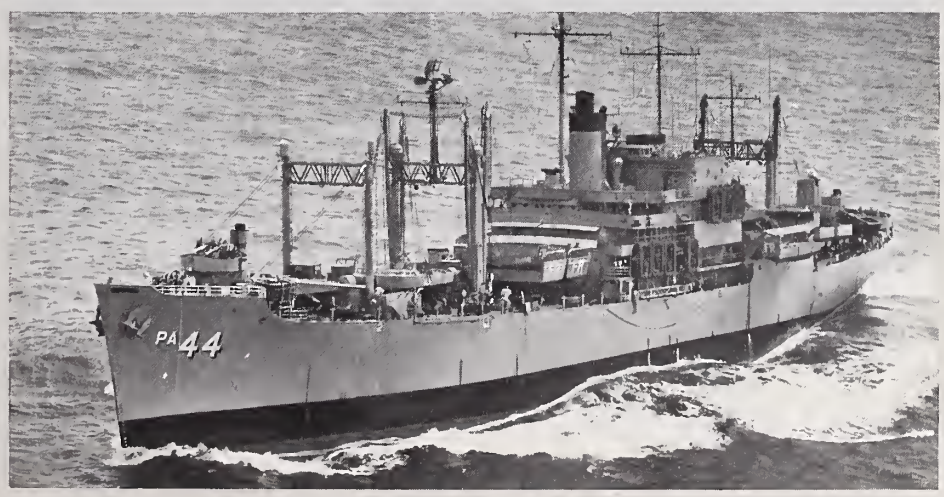
• As far as anyone knows aboard USS *Fremont* (APA 44), only one U.S. Navy ship has ever won 10 straight amphibious assault awards, and that's a 23-year-old attack transport—named *Fremont*. The 10th award was earned at the end of *Fremont*'s last Med cruise. At that time, *Fremont* earned a 94.6 score. Her 21 boats hit the water in 19 minutes, swiftly and safely.

40 YEARS AGO—November 1946

• Civilian clothing now may be worn off-duty ashore by officers and enlisted personnel of the Navy and Marine Corps within the Western Hemisphere, including Greenland and U.S. possessions. Enlisted men will not be allowed to have civilian clothing in their possession aboard ship, but possession of civilian clothing on shore stations may be authorized by commanding officers.

• Sailors whose white hats cost them a mere 60 cents at Small Stores may want to shed a sympathetic tear for the senior officer whose head gear comes considerably higher. Recently, a commander had occasion to underline this fact. While waiting on the dock for his boat to come alongside, the officer fell off. Several enlisted men standing by quickly reached to rescue him. "Never mind me," the commander cried, "get that cap. That hot dabble thing cost me 17 bucks!"□





USS Richard E. Kraus (DD 849) (upper right) and USS Fremont (APA 44).

Navy League

Civilians supporting sea services

"It seems to me that all good Americans, interested in the growth of their country and sensitive to honor, should give hearty support to the policies which the Navy League is founded to further."—*President Theodore Roosevelt*



President Teddy Roosevelt, shown above at a U.S. Naval Academy graduation in Annapolis, donated part of his Nobel Peace Prize cash award to help start the Navy League. The Navy League has supported the Navy from the days of the Great White Fleet to today's formidable high-tech ships.

Since 1902, when it was founded by a small group of Navy veterans in Albany, N.Y., the Navy League of the United States has remained unique among the nation's many military-oriented associations, in that it is a civilian organization which supports all the maritime services—Navy, Marine Corps, Coast Guard and merchant marine.

The Navy League started small (166 members in 1903) but, right from the beginning, the group had high ideals and high level support—President Teddy Roosevelt donated part of the cash award he received with the Nobel Peace Prize to help the group get started.

Today, this non-profit civilian organization (no service members on active duty may join) is more than 56,000 strong and more dedicated than ever to its five official objectives:

"1. To foster and maintain interest in a strong Navy, Marine Corps, Coast Guard and merchant marine as integral parts of a sound national defense and vital to the freedom of the United States;

2. To serve as a means of educating and informing the American people with regard to the role of sea power in the nuclear age and the problems involved in maintaining strong defenses . . . ;

3. To improve the understanding and appreciation of those who wear the uniforms of our armed forces and to bet-



Painting by John Roach, reproduction from Navy Art Center

ter the conditions under which they live and serve;

4. To provide support and recognition for the reserve forces in our communities in order that we may continue to have a capable and responsive reserve;

5. To educate and train our youth in the customs and traditions of the Navy, the Marine Corps, the Coast Guard and the merchant marine, through the means of an active and vigorous Naval Sea Cadet Corps."

In addition to the 56,000 individual members, the League boasts more the 230 corporate members. All the members are assigned to local councils; there are more than 330 such councils located in the U.S. and overseas. The League headquarters in Arlington, Va., provides guidance and materials for the conduct of the organization's programs.

These programs include local level assistance to families of active duty sea service personnel and support for military recruiters in gaining access to schools and other groups in order to promote military service.

The League also sponsors seminars on sea power and puts on an annual three-day exposition which draws together numerous displays showing the latest developments in military systems, industry and technology.

In 1958, the Navy League founded the Naval Sea Cadet Corps. NSCC units encourage 14- to 17-year-olds to develop interest and skill in basic seamanship and naval customs and traditions. Sea Cadet graduates may enlist in the regular Navy at an advanced pay grade as a result of their NSCC training. There is also the Navy League Cadet Corps, patterned after the NSCC, for younger boys and girls, ages 11-13.

The League produces two major publications dealing with the sea services. *Sea Power* is a monthly review of issues relating to the maritime community. The annual *Almanac of Seapower* is a valuable reference volume on naval, maritime and defense affairs. In addition to these, the Navy League also publishes a monthly legislative report which keeps members informed on legislation pertaining to the Navy, Marine Corps, Coast Guard and merchant marine.

Navy League members enjoy a number of benefits, including *Sea Power* magazine and the *Almanac of Seapower*. In addition, members are eligible to participate in low-cost group insurance plans.

Anyone interested should contact:

Navy League of the United States
2300 Wilson Blvd.
Arlington, VA 22201

It is as true now as it was when Teddy Roosevelt spoke 85 years ago: "For the building and maintaining in proper shape of the American Navy, we must rely upon nothing but the broad and far-sighted patriotism of our people as a whole . . . ."□



Soviet Guided Missile Cruiser (CG)

KYNDA Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands *is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*

The first *Kynda*-class cruisers appeared in 1962.

Displacement: 5,500 tons, full load;
Length: 142 meters (467 feet);
Propulsion: Steam turbine, 34 knots;
Main armament: Two quad SS-N-3 SSM launchers; one twin SA-N-1 SAM launcher; two twin 76mm (DP) gun mounts.

When introduced, this class was unique in carrying anti-ship missiles as its main battery. *Kynda* also carries anti-submarine rockets and torpedoes and has a helicopter landing area (no hangar).

Two of these ships have been backfitted with four 30mm Gatling guns. The SS-N-3 surface-to-surface missiles carried by this class of ship are estimated to be capable of delivering either a nuclear or high explosive warhead over a distance of about 250 miles, using target information from *Bear D* aircraft or *Hormone B* helicopters. □

KYNDA CG





Mail Buoy

Beards and tradition

During the past few years, the U.S. Navy has placed emphasis on getting back to tradition, with the reintroduction of bell bottoms and aviator browns as examples. But does tradition stop only at clothing? What about beards?

It always has been my impression that the wearing of beards, properly trimmed and cared for, also has been a tradition among sailors in the U.S. Navy. Why can't the Navy re-evaluate its present "no beard" policy?

I, for one, like a beard, as do a good many other sailors. I also feel that most sailors, who had beards prior to the present ban against them, stayed within the proper grooming standards proscribed by the Navy. And, speaking for myself and others, allowing us to grow beards would be a definite morale booster and at the same time reinstill a sense of tradition.

—HM2 Stone

Pigs and Roosters

There is an old belief among sailors and mariners that having a pig and a rooster tattooed on your ankles or feet will protect you from drowning. I've asked several of my fellow chiefs about the particulars of this and have gotten several answers, mostly "I dunno." My questions are:

A. What goes where? (Pig on port, rooster on starboard or vice versa?)

B. Does the tattoo get applied on the foot or the ankle?

C. What is the significance of having a pig in the first place?

I hope you can answer these questions of nautical abracadabra for me.

—HMC Joseph A. Coppola,
Bethesda, Md.

• *We referred your question to the director of the Naval Historical Center here in Washington. Although he was unable to find any formal documentation concerning these particular tattoos, he did offer the opinion that the subjects of the tattoos, the pig and rooster, may be linked to the Far East, as they are both represented in the Chinese calendar. If any of our readers have knowledge of the particulars behind the purpose and meaning of these tattoos,* All Hands *would welcome their responses in solving the puzzle.*—Ed.

"Tail fin?"

Concerning the April 1986 issue of *All Hands*, I noticed an error in the naming of a particular piece of equipment you show on your back inside cover picture. The particular piece in question—the "tail fin"—is incorrectly labled. Its correct name is "rudder." Being specific, that is the upper part of the rudder. Your statement should read: "Sailors from USS *Bremerton* (SSN 698), 7th Fleet nuclear power attack submarine, paint the sub's rudder while in port at Subic Bay."

Submariners do not get that much attention to begin with and when we do, us sub sailors sure do like things right.

From this sub sailor and three thousand others, thank you.

—MMCS(SS) Richard Jones,
USS *Key West* (SSN 722)

Origins

With regard to your article "Crossroads of the Caribbean" found in your February 1986 issue, JOC Houston's explanation of the origin of the name "Roosevelt Roads" sounds suspiciously like a landlubber's folk-etymology.

My Random House Dictionary defines "roads" as follows: "Road (rod), n. . . . 4. Often, roads. Also called roadstead. Naut. a partly sheltered area of water near a shore in which vessels may ride at anchor. roadstead (rod sted) n. Naut. road (Def. 4). [ME radestede]."

Possibly there was a plan to build a bridge across to Vieques, but the haven for ships there was a roadstead before the plan was proposed and later abandoned.

—CWO3 Robert W. Jewell,
CSTSC Mare Island, Ca.

Reunions

• **PBM Martin Mariner, Mars, Marlin and Seamaster**—Reunion planned. San Francisco, respond by Dec. 31, 1986. Contact Spud Lambing, 62 Country Club Gate, Pacific Grove, Calif. 93950; phone (408) 372-5812.

• **USCG L.C.I. (L) Flotilla**—Reunion November 1986, Memphis, Tenn. Contact Ralph Gault, 14733 Clark St., Dolton, Ill. 60419.

• **USS Laws (DD 558)**—Reunion November, St. Petersburg, Fla. Contact Daniel J. Crum, 5300 18th St., St. Petersburg, Fla. 33714; telephone (813) 526-5773.

• **2nd Biennial Reunion of NavSta Roosevelt Roads**—Reunion planned for all civilian and military personnel, April 13-15, 1987, Leesburg, Fla. Reservations due by Feb. 1, 1987. Contact Claude R. Phillips, Jr., 25 Lake Forest, Mount Dora, Fla. 32757.

• **USS Cabot (CVL 28) Air crews and ships company**—Reunion Nov. 6-9, 1986, Pensacola, Fla. Contact Ray Miller, 318 Milan Place, Anaheim, Calif. 92801; telephone (714) 828-1851.

• **Marine Corps West Coast Crash Fire and Rescue**—Reunion Nov. 15, 1986, Las Vegas, Nev. Contact Ed Hicks, 423 North Central Ave. Upland, Calif. 91786; telephone (714) 946-3888.

• **Virginia Tech NROTC Alumni Assoc.**—Being formed. Contact Lt. Roger Demaree (703) 961-7883 or write Virginia Tech NROTC Alumni Association, 417 Femoyer Hall, Blacksburg, Va. 24061.

• **USS Jo Breckinridge (TAP 176)**—Reunion planned. Contact A.L. Clarke, 254 Getchell St., Santa Cruz, Calif. 95060.

• **NAS New Orleans, military and civilian personnel**—Reunion planned. Contact Christian T. Capdevielle, 331 Robinhood Road, Covington, La. 70433; telephone (504) 893-5255.

• **USS Salt Lake City** —Reunion planned, Philadelphia. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **World War II Army and Navy Armed Guard Vets, Crew members of the Merchant ships SS Edward L. Shea, ATS John Errickson (former MS Kunges Holm), MS Pueblo, MS American Sun, SS Howard A. Kelly and crew members of USS Stormes (DD 780), USS Warrington USS Vogelgesang (DD 862)**—Reunion planned, Cambridge Springs, Pa. Contact Ray Didur, Sr., P.O. Box 282, Cement City, Mich. 49233-0282.

• **USS Arizona**—Reunion Dec. 2-7, 1986, Tucson, Ariz. Contact Joesph K. Langdell, 2372 Butte House Road, Yuba City, Calif. 95991; telephone (916) 674-3343.

• **USS Helm (DD 388)**—Reunion Dec. 3-8, 1986, Honolulu, Hawaii. Contact Rear Adm. Victor A. Dybdal, 1769 Halekoa Drive, Honolulu, Hawaii 96821; telephone (808) 732-1545.

• **Memorial Service**—45th Anniversary aboard USS *Arizona* Memorial, Pearl Harbor, Hawaii, Dec. 7, 1986. Contact Joseph K. Langdell, 2373 Butte House Road, Yuba City, Calif. 95991; telephone (916) 674-3343.

• **USS Conway (DD 507) 1942-1970**—Reunion planned. Contact Carl Shand, RD #3-Ware Road, Fulton, N.Y., 13069; telephone (315) 592-7891.

• **VF-11 "Red Rippers"**—Reunion Jan. 31, 1987, NAS Oceana, Va. Contact Lt.Cmdr. S. E. Benson, VF-11, FPO N.Y. 09501-6102; telephone (804) 433-5345.

Bearings

Cassin Young a historic landmark

USS *Cassin Young* (DD 793), a World War II-era destroyer, has been designated a national historic landmark by the U.S. Department of Interior. During a ceremony at the Charlestown Navy Yard, Boston, Mass. recently, members of the Boston National Historic Park unveiled a plaque designating the ship's historic status.

Named for a Navy captain who was awarded the Medal of Honor for his actions at Pearl Harbor on Dec. 7, 1941, the destroyer is part of a permanent naval exhibit and is open to visitors at the Boston National Historic Park, where it is berthed next to USS *Constitution* in Boston Harbor.

Cassin Young was commissioned Dec. 31, 1943, and fought in several Pacific campaigns, including Guam, Leyte Gulf, Luzon, Iwo Jima and Okinawa. Twice, the ship was hit by kamikaze planes. The 2,050-ton destroyer was decommissioned May 28, 1946.

After being recommissioned Sept. 7, 1951, the ship saw action in the Atlantic and Mediterranean during the Korean War. It logged more than 50,000 miles in an around-the-world cruise in 1954 and was again decommissioned on April 29, 1960, and became part of the mothball fleet at Norfolk Naval Shipyard.

When the ship was pulled from the mothball fleet and moved to Charlestown in 1978, it needed special attention.

"It really made you feel bad for the ship," said National Park Service representative Al Phelps, a retired Navy chief gunner's mate. "It looked so bad, all rust and peeling paint."

Members of the National Park Service refurbished the destroyer and reactivated electrical and ventilation systems. They also collected and installed bunk frames and mattresses, 40mm gun mounts, torpedoes, depth charges, life rafts, and other missing items.

The *Cassin Young* Association has helped maintain the ship—along with volunteers from the Sea Cadets, Seabees, Coast Guard reserve and members of the Navy League of the United States. Former crew members lead tours on the ship and relate their firsthand sailing and war experiences to visitors.

As part of a program to preserve America's national heritage, the Department of Interior, through the National Park Service, designates natural and man-made national historic landmarks. ■

—Story by JO2 Estelle R. Noah, Naval Reserve Center, Quincy, Mass.



Saving the Navy's parachutes

Take a 3- by 7-inch piece of webbing material, fold it in the middle, add two snaps to the ends and a strip of velcro around the edges, and what have you got?

"I call it an arming cable and terminal fitting protective cover," said Aircrew Survival Equipmentman 2nd Class Teresa M. Schaefer, inventor of the billfold-like cover that makes parachutes safer.

Schaefer, stationed at the Aircraft Intermediate Maintenance Department, U.S. Naval Station Roosevelt Roads, Puerto Rico, is a native of Valley City, Ohio. Her invention, which prevents the accidental firing open of parachutes, was accepted in the Navy's Military Cash Awards program earlier this year, and she received nearly $1,000 as a cash award for her idea.



Schaefer's invention not only may save a life, but also saves the Navy money. Each one-use actuator, which fires the chute open, costs more than $1,000, and Schaefer said that does not count any damage done to the chute.

Without the protective cover attached, the actuating cable can be pulled accidentally, causing two chute-opening explosions: one when the actuator fires to get the chute out of its pack, another when a spreader gun explodes to make sure the parachute opens completely.

The spreader gun explosion is especially dangerous, Schaefer said. "It explodes with the same force as a .38 caliber gun, and it could easily kill someone."

Schaefer, 22, joined the Navy in September 1981 and has been at Roosevelt Roads since June 1984. She works in the paraloft as assistant shop supervisor. ■

—Story and photos by
JO3 Curtis L. Grandia,
U.S. Naval Station Roosevelt Roads



9

Navy Rights & Benefits



ID Cards, Commissaries and Exchanges

ID Cards, Commissaries and Exchanges

Your ID card is like a special admission ticket which helps you get the most for your money. When used properly, it can open doors to a wide range of educational, health, entertainment, and other money-saving benefits for you and the members of your family. In itself, possession of an ID card is a privilege and should be treated as such.

Four kinds of identification cards are issued to members of the Uniformed Services (Army, Navy, Marine Corps, Air Force, Public Health Service, Coast Guard, and National Oceanic and Atmospheric Administration) and their dependents:

1. The United States Armed Forces Identification Card, DD Form 2N (Active), is the primary source of identification for active duty military personnel. It also serves as identification for purposes of Article 17 of the Geneva Convention. DD Form 2N (Active) authorizes the holder uniformed services medical care, commissary, exchange, and special services privileges.

2. The United States Armed Forces Identification Card, DD Form 2N (Reserve), is the primary source of identification for reserve military on inactive duty or retired without pay. DD Form 2N (Reserve) has the same format as the DD Form 2N (Active) thus meeting the requirements of Article 17 of the Geneva Convention. This card, when presented with other appropriate identification (i.e., orders, drill statement), gives the holder certain privileges and benefits while on active duty.

3. The United States Uniformed Services Identification Card, DD Form 2 (Retired) is the primary source of identification for retired military personnel. An authorized holder of DD Form 2 (Retired) is entitled to all benefits and privileges, as applicable.

4. The Uniformed Services Identification and Privilege (USIP) card, DD Form 1173, is used to identify persons eligible for benefits and privileges administered by the Uniformed Services not otherwise covered by the first three.

This article discusses only one of the ID cards listed above—DD Form 1173. Requirements for eligibility and the proper use of this card often are misunderstood.

This article also explains the Navy commissary and exchange systems which, as part of the Navy family's total benefit package, helps boost your purchasing power. DD Form 1173 provides access to those systems.

Your ID Card

Generally, the Uniformed Services Identification and Privilege (USIP) card is the standard identification and privilege card for dependents of active duty, retired with pay (including those drawing Fleet Reserve retainers), surviving dependents of retirees, dependents of members of the armed forces who die while on active duty, 100 percent disabled veterans and their dependents, and a few other special categories.

Authorized dependents may include:

- Spouses.
- Unremarried widows or widowers.
- Unmarried children under the age of 21 (including adopted or stepchildren).
- Unmarried children over 21 if incapable of self-support due to a physical or mental incapacity.
- Unmarried children between 21 and 23 who are attending college full time.
- Parents (or parents-in-law) who are dependent upon the sponsor for more than one-half of their support.

The USIP card only identifies those persons authorized certain privileges and access to certain facilities. It doesn't, in itself, authorize entry into classified or restricted areas.

Rules on the issuance of the USIP card are contained in NAVMILPERSCOM 1750.1 series. This instruction lists all those eligible to use various commissary, exchange, medical and special services facilities.

The USIP is printed in black security-type ink for text, light brown security-type ink for background tint, and is laminated between two sheets of thermo-plastic, and prominently displays an identification picture of the holder.

The USIP is recognized by all activities of the uniformed services. Basic privileges may be modified by commanders in areas with limited facilities. In general, authorized patronage depends on the availability and adequacy of the facility concerned.

In certain overseas areas, treaties, Status Of Forces Agreements (SOFA) and other military base agreements may place limitations on who can use local commissaries and exchanges. Ordinarily, SOFAs with foreign countries include a provision stating that only the dependents of service members who are "members of the force" stationed in the host country are eligible for commissary and exchange privileges. In other words, if you are in Southeast Asia and your family moves to Japan or the Republic of the Philippines to be in the geographic area, they may not be eligible for commissary and exchange privileges because you are not a "member of the force" in Japan or the Philippines.

How and When to Apply

Application for the USIP should be made when the Navy sponsor:

- Enters active duty for more than 30 days;
- Re-enlists for continuous active service;
- Retires, transfers to the Fleet Reserve, or dies.

Application for a new ID card should be made when there is a change in status that would affect entitlement, or when the card expires, is mutilated, lost or stolen.

If you are on active duty, apply on behalf of your dependents by submitting DD Form 1172 to the command having custody of your service record. The completed application is filed in your record

after the card has been issued.

You should apply for a new USIP for your dependents before you retire or transfer to the Fleet Reserve. Your command will make every effort to issue the new card before you leave active duty, but if it cannot be issued in time, you will be provided with a verified DD Form 1172 which your dependents may take to any card-issuing activity for issuance of cards.

Once you are in a retired or retainer pay status, application for a renewal of the USIP should be submitted to the Commanding Officer, Naval Reserve Personnel Center, New Orleans, La. 70149.

Eligible dependents of deceased Navy members apply for their cards at the nearest ID card-issuing activity. Survivors of those who die on active duty automatically have their applications verified by the commanding officer or the casualty assistance calls officer.

It may not always be possible for your command to issue the USIP. This would be the case, for example, if you are not in the same locality as your dependents. In such circumstances, you should submit an application to the command maintaining your service record to have your dependent's eligibility determined. The form is then returned to you with instructions that it will be presented by your dependents to any military activity equipped to issue the card. The issuing activity then returns the completed application to your command for filing in your service record. Each time an ID card is issued or renewed, DEERS must be updated to ensure continuation of medical privileges (see the June 1986 issue of *All Hands*).

Verification

The application form (DD Form 1172) must be verified by your service record holder before any USIP is issued. Your service record holder makes sure the dependents you claim are eligible. Birth certificates, adoption decrees, medical certificates, education statements, divorce decrees or other documents appropriate to your application may be required.

If the eligibility of a claimed dependent is questionable, the matter is referred to the Naval Military Personnel Command for a ruling. (You should note that any determination made by the Navy Family Allowance Activity is done under NMPC policy, and should not be considered "questionable.")

If your dependent's eligibility hinges on the validity of a decree of divorce from a foreign country obtained by either you or your spouse, the case must be forwarded to the Family Allowance Activity for a ruling.

Any documents you submit to support your application will be returned to you after they have served their purpose.

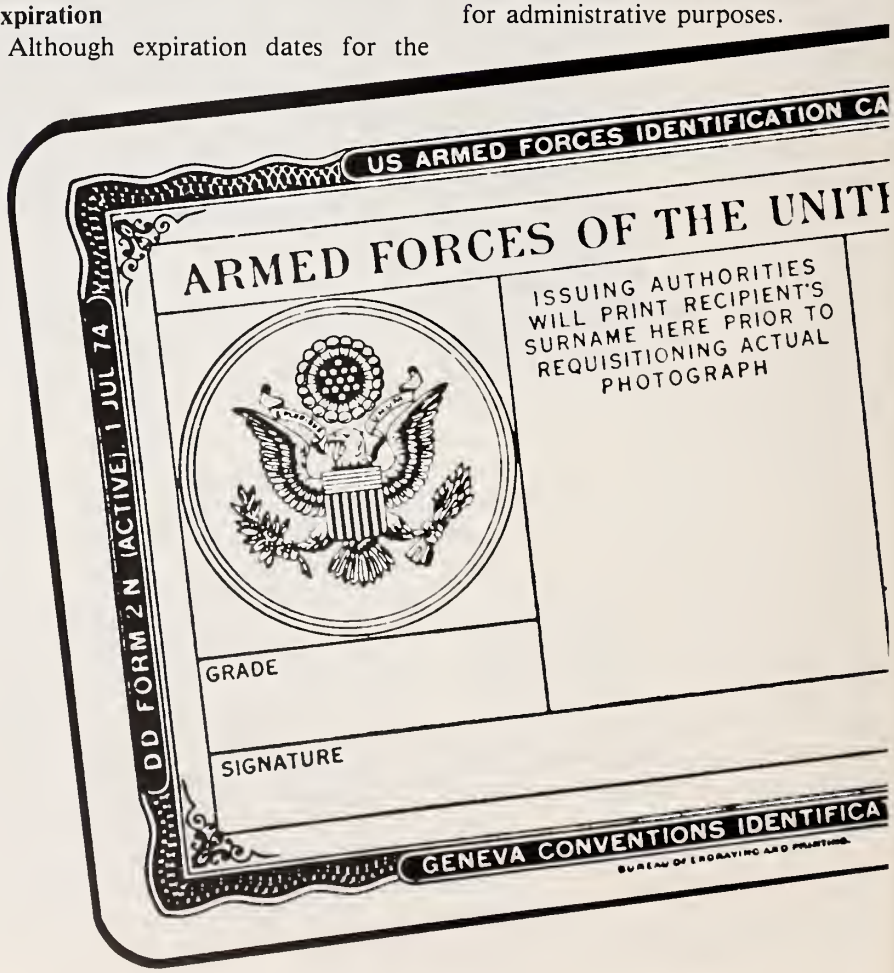
Expiration

Although expiration dates for the USIP vary, cards are not issued for periods of eligibility of less than 30 days. The expiration date usually will be four years from the date of verification.

If your dependent loses his or her USIP, or if it is stolen, report the matter promptly to your command and resubmit the DD Form 1172 with a statement regarding all circumstances of the loss.

The USIP must be surrendered:

- Upon expiration.
- Whenever the cardholder becomes ineligible.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retirement, transfer to the Fleet Reserve or release to inactive duty.
- When the sponsor is officially placed in a deserter status.
- Upon the call of a responsible officer for administrative purposes.



Change in Rate

The USIP may be reissued solely because of a change in grade or rating of the sponsor, especially in those cases where non-issuance would preclude the dependent from utilizing, or being admitted to, facilities which are accessible only to that grade (i.e., officer, CPO clubs, etc.).

Commissary and Exchange System Navy Lodges, Uniforms, and Ship's Stores

Navy exchanges and commissaries provide a selection of merchandise items, food products and services for Navy people stationed throughout the world. These facilities are operated by the Navy for the men and women in the Navy and for their immediate families as well. In addition to providing products, the exchange and commissary provide savings of at least 20 percent. These savings are verified by independent price comparison surveys, which compare prices for a shopping list of items most people buy at the exchange and commissary and at nearby local commercial stores.

Commissary and exchange facilities, conveniently located at most naval bases, can stretch your buying power and offer selections of brand-name items that are popular throughout the country; this is true whether the Navy store is located in the United States or overseas.

Navy exchanges offer many of the same products that can be found in any discount or department store. The 136 exchanges operate more than 350 different retail stores; 200 barber shops; 80 beauty shops; 160 service stations; 100 flower shops; 525 food service activities; 115 laundry/dry cleaning/tailoring outlets; and have more than 19,000 vending machines on location. Within the exchange program there also are 130 personalized service centers offering a wide range of services, including film processing, watch repair, portrait studios, video film rental and income tax preparation service.

About two years ago, McDonald's fast-food restaurants began appearing at naval bases as Navy exchange concession operations under a contract signed by the headquarters of the Navy Resale System and the McDonald's Corporation. At present, approximately 60 on-base McDonald's are in operation and about 15 more are in the planning stages. Under the current contract, as many as 300 on-base McDonald's could be built over the next 10 years.

The McDonald's at Navy activities provide the convenience of a nationally known fast-food outlet to Navy people and serve as concessions of the Navy exchange that generate dollars for morale, welfare and recreation programs.

One of the responsibilities of the Navy exchange is to provide money from net profits to help support Navy recreation programs. The exchanges are non-appropriated fund activities and must be self-supporting. After paying all expenses including the cost of merchandise, employee salaries, and construction and renovation of facilities, the remaining net profit is turned over to the base recreation programs and to the central recreation fund at the Naval Military Personnel Command.

The money received from the exchanges goes toward paying the cost of operating bowling allies, swimming pools, gymnasiums or physical fitness centers, hobby shops, golf courses and any other special services that are available at many bases. The money sent to the central fund helps support Navywide recreation programs, special teams representing the Navy, and the fleet movie program. Central funds also assist in the development and construction of recreation facilities, and provide supplemental funding for smaller command recreation programs.

In fiscal year 1985, Navy exchanges contributed a $55.8 million to Navy morale, welfare and recreation, and over the past five years the contribution has been more than $225 million. Every time you shop at the exchange, you benefit in three ways: good merchandise, prices that offer substantial savings, and the support of programs that may make your leisure time more enjoyable.

To meet customer demands for quality products at lower than ordinary prices, the Navy exchange brand was established in 1984. More than 160 items, including vitamins, health and beauty aids, household supply items and hosiery, all carry the Navy exchange private label and provide a minimum savings of 35 percent over comparable national brands. In addition to the Navy exchange brand, a line of clothing items has been developed for sale in exchanges under the Harbor View label. The line began with women's slacks, and now includes women's blouses, camp shirts and soon will include several items of men's wear. Harbor View clothing offers customers savings of about 40 percent.

Credit cards now are accepted at all Navy exchanges worldwide. MasterCard and Visa may be used in the exchange, the Naval Uniform Center and at Navy Lodges. This gives exchange customers another option in making purchases: payment by cash or check, layaway; or credit card.

Another fairly recent change at exchanges is higher check-cashing limits. Customers can cash personal checks at the exchange for up to $150 per day, per sponsor. Also, customers can write checks for up to $25 more than the cost of a purchase at the exchange.

Navy exchanges are the primary source for the sale of Navy uniforms and accessories. Navy Uniform Shops have been established at most Navy exchanges (113 exchanges have uniform shops). Quality and availability are the two major areas where Navy exchanges are meeting their responsibilities in providing uniforms.

To ensure that uniform items are available to all personnel, a Navy Uniform Center was established in Norfolk, and a toll-free phone system accepting both

commercial (800 number) and Autovon call-in orders was placed into operation. The telephone ordering service provides a convenient way for all naval personnel to obtain uniform items that might not be available at their local exchange.

The toll-free ordering service makes uniforms and accessories readily available to active duty members and reservists stationed at locations not served by a Navy exchange or whose exchange is too small to stock a full line of uniform items. The telephone order service is supported by a Navy uniform catalog which lists every uniform item and its price.

Toll-free numbers for Navy uniforms:

Continental U.S.
(Except area codes
703 and 804) 1-800-368-4088
Alaska, Hawaii,
Virgin Islands and
Puerto Rico 1-800-368-4089
Virginia only (Area
codes 703 and 804) ... 1-800-552-3115
Overseas Autovon 680-8586

Uniform purchases made at Navy exchanges or through the telephone ordering service can be charged on MasterCard and Visa.

Navy Lodges, located at 40 facilities around the world, represent another service available to Navy families (see the October 1986 *All Hands* issue). Navy Lodges provide clean, convenient, low-cost temporary quarters with kitchen facilities for military families on the move. Room rates average $25 a day.

Lodges are non-appropriated fund activities with all costs of operation, facility renovation and new construction being paid for from room rental income. Lodge units can generally accommodate a family of five, and most Navy Lodges offer television and telephone services as part of the accommodation.

A toll-free number provides a central reservation service for any stateside Navy Lodge. Last year, the toll-free number (1-800 NAVY INN) saved Navy families making such reservations more than $300,000 in the cost of phone calls. Toll-free service was extended to personnel overseas through the establishment of an overseas Autovon number (565-2027) that enables personnel overseas to make reservations at stateside lodges.

Navy commissaries are the grocery stores of the Navy and provide food and other traditional supermarket items at cost, plus a 5 percent surcharge, which is applied at the cash register to the total amount of purchases. Commissaries, as appropriated fund activities, do not make a profit. Collection of a surcharge at the cash register was authorized by Congress to pay for non-labor store operating expenses such as supplies, grocery bags, shopping carts, utilities, telephone service, maintenance services and equipment. Two percent of the surcharge monies are used for construction and renovation of facilities.

Even with the application of a surcharge, commissary customers still save more than 23 percent.

The 80 commissaries now in operation are focusing on ways to improve customer service by making the best use of existing resources. In the last year, hours of operation were expanded at the major commissaries through the use of part-time employees and selective hours of operation during the evening, with later opening hours in the morning. These adjustments enable commissaries to better serve those families with two working spouses.

The average number of line items carried in Navy commissaries has increased from approximately 4,000 in 1982 to more than 5,200 in 1985. Larger stores are offering about 8,000 items. Emphasis at commissaries is on offering quality products and low prices.

One of the major problems at commissaries was congestion at the checkout areas. Major steps are being taken to correct this problem through the use of scanning systems. Scanning involves the electronic reading of a product code by passing the product over an electronic recording device which rings up the product and prints price and description of the item on a cash register receipt.

Commissaries are working to maintain their mission of enhancing the quality of life for Navy people by providing authorized customers with a good selection of food products in a friendly, well-stocked store at significant savings.

Another of the programs that serve Navy personnel is the operation of stores aboard ships. Actually, ship's stores are the oldest of the Navy's retail programs. Sailors have had stores aboard ship since the late 1800s.

Today's stores at sea range from small over-the-counter operations to good-sized walk-in stores aboard aircraft carriers. The ship's store is an appropriated fund activity, but is authorized to make a profit of no more than 15 percent.

A portion of the ship's store profits pay for supplies needed to operate the ship's barber shop, the laundry and tailoring services. The remaining profit supports shipboard recreation programs or is sent to the Navy's central recreation fund.

In addition to retail stores, vending machines aboard ship and electronic video games are part of the overall ship's store responsibility. The basic purpose of the ship's store is to serve the needs of sailors afloat.

Navy exchanges, commissaries, Navy uniforms, Navy Lodges and ship's stores are all part of the worldwide Navy Resale System, which came into being 40 years ago. Policy and procedures for the operation of all of these activities is provided by the resale system headquarters at the Navy Resale and Services Support Office in New York. This organization has direct command responsibility for Navy exchanges, commissaries, uniform centers and Navy Lodges, and provides support to ship's stores.

The goal of the Navy Resale System is to be of service to the men and women in the Navy, to meet the needs of their immediate families and to provide a selection of quality products at the lowest practicable cost.□



Really getting into his work is AN Jon Cox, a plane captain with Attack Squadron 22 aboard USS *Enterprise* (CVN 65). Part of Cox's job is to inspect the intake of his A7E *Corsair II* for loose rivets and other safety hazards. Photo by PHC Chet King.



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ALL HANDS

MAGAZINE OF THE U.S. NAVY

DECEMBER 1986

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The 1987 March of Dimes National Ambassador, Tony Voyles, visits with Admiral Carlisle A.H. Trost, Chief of Naval Operations. The 12-year-old youngster from Montgomery, Ala., met with the admiral during a recent visit to Washington, D.C.

ALL HANDS

MAGAZINE OF THE U.S. NAVY
DECEMBER 1986 — NUMBER 837
63rd YEAR OF PUBLICATION



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Front Cover: Lt. Mike Mahre enters deep submergence vehicle Alvin before diving 12,000 feet to the floor of the Atlantic to examine the wreck of the Titanic. Photo by Perry Thorsvik.

Back Cover: DSV Alvin is brought aboard the Navy research ship Atlantis II following a dive. Photo by Perry Thorsvik.

Navy Currents

Veterans Benefits corrections

The following are corrections and updates of Rights and Benefits information in the Veterans Benefits section of the September 1986 issue of All Hands.

Majorcare 90 revisions. A primary concern of many families leaving military service is the sudden absence of medical coverage that occurs following a member's discharge. To alleviate this, a major insurance company—through an agreement with the Department of Defense—offers a 90-day medical insurance policy (Majorcare 90) which covers service members leaving the military while they establish permanent policies.

Majorcare 90 limits participation to veterans who served on active duty for 30 days or more. The policy excludes retirees and those individuals who served less than four months active duty for training purposes as well as for medical conditions that began before separation.

The policy costs $46 for the service member, $46 for his/her spouse and $18 for each child, up to three children. The plan covers four or more children for the price of three.

Benefits of the Majorcare 90 policy (which includes a $250 deductible for each episode) are payable for up to 52 weeks for illnesses or accidents which may occur during the 90-day period immediately following discharge. These benefits include:

1. Payment of the overall average charge of a semi-private hospital room and board as well as up to 80 percent of miscellaneous expenses incurred for hospital-furnished services or supplies during hospitalization.

2. Payment of 80 percent of fees for outpatient or inpatient treatment by physicians and private nurses, and for diagnostic X-ray and laboratory examinations, ambulance services, and cost of supplies and equipment rentals.

Majorcare 90 will not cover the expenses of childbirth or resulting complications, dental services, ear or eye examinations for hearing aids or glasses, or congenital or pre-existing conditions. When double coverage exists, the policy does not pay expenses for care covered by other forms of compensation.

To apply for Majorcare 90 coverage before leaving the Navy, contact your personnel officer.

Education Training Rates. Some readers have questioned the accuracy of the figures of a table in "Veterans Benefits" on "Education Training Rate" in the September 1986 issue of *All Hands* magazine.

The rates listed in the table *are* correct, according to the Veterans Administration. The listed rates are statutory rates of Oct. 1, 1984. On March 1, 1986, the Gramm-Rudman Act reduced the rates only for fiscal year 1986. So on Oct. 1, 1986, VA reverted back to the statutory rates originally listed in the table.

The following are corrections to figures concerning VA Home Loans from the "Veterans Benefits" edition of Rights and Benefits in the September 1986 issue.

VA Home Loan corrections. The home loan offered under the VA's major program is not a *direct* loan but a loan guarantee covering 60 percent of the mortgage, up to a maximum of $27,500. For a mobile home, the VA guarantee is 50 percent of the loan, up to $20,000.

A veteran with full entitlement ($27,500 guarantee) might be able to obtain a $100,000-range home loan subject, of course, to the veteran's ability to qualify for the loan from an income and credit standpoint. (In 1986, the average loan to a veteran was $68,000.)□

Brown shoes are back

According to AlNav 151 of Oct. 20, 1986, browr shoes with khakis will be worn by all officers with aviation designators, all CPOs in aviation ratings and "qualified flight surgeons, aviation physiologists and aviation experimental psychologists" assigned to aviation units.

The change goes into effect April 1, 1987.

The directive says that brown shoes and khaki socks can be worn with summer and working khakis. This means that brown shoes will be allowed ashore.

The exact type of shoe required is clearly spelled out in the AlNav: "The only authorized shoe will be a low-quarter, plain-toe, brown, leather dress shoe. No alternatives are authorized. Specifically, any form of boot is prohibited."□

New veterans benefits bill

On Oct. 28, 1986, President Reagan signed the Veterans Benefits Improvement and Health Care Authorization Act of 1986. Major portions of the Act include:

- A 1.5 percent cost-of-living increase in service-connected disability and death payments for veterans and surviving spouses and children, effective Dec. 1.
- Authorizing the VA to provide respite care in a VA facility on an intermittent basis to a veteran who suffers from a chronic illness and who resides primarily at home.
- Authorizing the VA to provide home health services to eligible veterans wherever they reside, including those living in community institutions.
- Adding residual effects of frostbite and post-traumatic osteoarthritis to the list of disabilities of former prisoners of war, that are presumed to be service-connected, for purposes of disability compensation.
- Extending for three years the VA's authority to provide grants for the construction and acquisition of state veterans' home facilities, and to make grants of up to $500,000 annually to support the Veterans Memorial Medical Center in the Republic of the Philippines.
- Authorizing special housing adaptation grants to veterans who acquire homes already adapted with necessary special features. Such grants are currently authorized for the construction of such features.
- Authorizing apprenticeship/on-the-job training and correspondence training under the new GI Bill.

For more information contact VA at (202) 233-2741.□

ALL HANDS

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NIRA Print Media Division also publishes *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 696-6874; AUTOVON 226-6874 for editorial; (202) 696-6878, AUTOVON 226-6878 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Arlington, Va. 22209, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. Other correspondence and submissions to *All Hands*, NIRA Print Media, Commonwealth Bldg., Rm. 1046, 1300 Wilson Blvd., Arlington, VA 22209-2307. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.

December 6, 1941

Pearl Harbor

The last day of innocence

Saturday night, Dec. 6, 1941. The waters of Pearl Harbor glimmered with lights from the awesome array of 94 U.S. Navy vessels. Along with eight battleships lined up on the east side of Ford Island, nine cruisers, 29 destroyers, five submarines, one hospital ship and various tugs, fleet oilers, tenders and auxiliaries lay anchored or moored about the great Pacific naval base on the island of Oahu, territory of Hawaii.

It seemed as if the entire Pacific Fleet was in for the weekend. The only conspicuous absentees were the aircraft carriers USS *Lexington* (CV 2), *Enterprise* (CV 6) and *Saratoga* (CV 3). The first two flattops had been sent to Midway and Wake Island, respectively, to deliver fighter planes and bombers. *Saratoga* was stateside for overhaul and repairs—a lucky break since most Pacific Fleet ships seldom returned to the West Coast. But, if you couldn't be on the coast, "the Pearl" was definitely the place to be.

Life was good for the sailors stationed or homeported at Pearl, despite the grim predictions of impending war with Japan.



With the exception of more realistic training exercises than usual and the inconvenience of occasional black-out drills in Honolulu, which were held infrequently so as not to cause undue anxiety among the civilians, the effects of the spreading war in Asia did little to disrupt the routine on this island paradise.

Assignment at Pearl was a sailor's dream. Ship operation schedules were such that there was plenty of time to fully enjoy liberty on this lush, tropical isle with its palm-lined beaches and comforting sea breezes. There seemed to be more recreation than work, and on weekends the base and ships were manned by skeleton crews. As one man put it, "Everything was based on good old peace conditions in the tropics."

Yet, on this Saturday night there was a hint of trouble in the air and Pearl Harbor was put on a low-level alert. Such alerts were common in those troubled times so there was no great excitement over it. False reports of submarine sightings and stories of spying had run rampant throughout the islands during the past few months but never amounted to anything. The cry of "wolf" was heard

Left: Carriers (l-to-r) Ranger, Saratoga and Lexington anchored off Honolulu. Right: An aerial view of the U.S. naval air station at Ford Island in the days before the Japanese attack.

so many times that one officer remarked that there was an attitude of "being fed up with unproductive vigilance." No one in the upper echelon of command seriously considered a Japanese attack on Pearl; the Philippines, maybe, but not Pearl.

This assumption that Pearl was not in danger was so widely held that long-range air patrols had been reduced and were used more to train pilots than to provide security. Besides, nearly half of the 54-ship Pacific Fleet destroyer force was at sea patrolling the harbor approaches.

And even if something *did* happen, which was doubtful, there were assurances that all would be well. A *Collier's Magazine* article had recently described the base as "impregnable" and a "March of Time" newsreel of the day assured Americans that "man for man, ship for ship, plane for plane," the U.S. Navy was the finest in the world.

As T.C. Mason noted in *Battleship Sailors* (USNI Press, 1982), U.S. sailors considered the Japanese sailor a ludirous foe to begin with. To them he was short, bowlegged, nearsighted, and always smiling and bowing. It was a "known fact," that due to Japanese sailors' constant diet of rice and fishheads, their eyesight suffered and they had to wear thick-lensed glasses that made them unfit to be pilots. And wasn't it common knowledge that their ships were so top-heavy that they capsized when launched? No wonder many deck plate sailors harbored the notion that the U.S. Pacific Fleet could break the back of the Imperial Japanese navy and sail into Tokyo Bay in a matter of weeks.

Thus, an air of innocence, self-complacency and confidence pervaded the island on this sixth day of December, as the delights of Honolulu and Waikiki Beach beckoned the liberty-bound sailors from Pearl.

In downtown Honolulu, colorful Christmas decorations lent their own garish contribution to a city already ablaze with light. Posh Waikiki hotels such as the Royal Hawaiian, Halekulani and Moana welcomed officers and their dates for a leisurely evening of dining and dancing in an atmosphere of tropical elegance. Among the patrons this evening at the Halekulani, were Adm. Husband E. Kimmel, the Pacific Fleet commander, and his wife, attending a small dinner



party. The couple had earlier refused an invitation to cocktails at the Japanese consulate.

Throughout the day, after the Saturday morning dress whites personnel inspections, liberty boats had been scurrying back and forth in Pearl Harbor, ferrying sailors from their ships to the landing at Pier 19, where buses and taxis were available for the nine-mile ride into town.

Hotel Street was swarming with sailors. The tattoo parlors, shooting galleries, pinball arcades, photo booths, trinket counters, massage parlors and hotels that lined both sides of that notorious thoroughfare were doing a brisk business. The big band sounds of Glenn Miller, Tommy Dorsey and Benny Goodman blared from juke boxes at such drinking establishments as the New Emma Cafe, Bill Lederer's Bar, the Two Jacks, the Mint and Hoffman's. The Black Cat also had its share of revellers.

The shore patrol and military police were anticipating a typical Saturday night. A number of fights had been broken up; a seaman from USS *California* (BB 44) was written up and escorted back to his ship for trying to use somebody else's liberty card; and a sailor from Kaneohe Naval Air Station was hauled in for "malicious conversation."

The Army-Navy YMCA, at the upper end of Hotel Street, was crowded with servicemen. Inside, a throng of soldiers, sailors and Marines stood in long lines, waiting their turns at the pay phones. Other groups were clustered around the front desk, trying to get a room for the night. In the coffee shop, GIs sat crammed together, rubbing elbows, trying to enjoy hamburgers, hotdogs and glasses of milk. And over the unintelligible babble of a hundred different voices in a hundred different conversations, there could be heard the clack of pool balls and the ringing of pinball machines.

Other sailors, finding the amusements at the "Y" a bit tame, made a recon of the taverns along Waikiki Beach. A number of them ended up at the Princess Theater where the "Tantalizing Tootsies" variety show riveted their attention.

At Honolulu Stadium, the University of Hawaii football fans were cheering their team to victory over Salem, Oregon's Willamette University in the annual Shrine Charity game. Meanwhile, at McKinley High School auditorium, the "National Defense Talent Review," an inter-service talent show, provided servicemen with an enjoyable diversion.

Wishing to avoid the raucous nightlife offered in town, many sailors opted for the simpler pleasures that could be found right on base. Bowling, pool and pinball offered leisure entertainment for many. At the base theater, Charlie Chaplin kept the audience rolling in the aisles with his performance in "The Great Dictator," and at Schofield Barracks, Clark Gable starred in "Honky Tonk."

The "Battle of Music" finals also had drawn a good crowd at the Navy's Bloch Recreation Center. The finalists, musicians from the ships *Pennsylvania* (BB 38), *Arizona* (BB 39), *Tennessee* (BB 43), *Argonne* (AG 41) and *Detroit* (CL 8) battled it out for the title of "best band in the fleet" as sailors and their dates cheered their champions and danced to such popular tunes as "Chattanooga Choo-Choo," "The Shepherd's Seranade," "Take the 'A' Train" and "There'll be Bluebirds over the White Cliffs of Dover."

The base ship's service was heavily patronized by those sailors craving such gastronomic pleasures as ice cream sodas, banana splits, sundaes and other gedunk. Soft drinks, coffee, donuts, milk and cookies were 5 cents and malts, sodas and shakes a dimes.

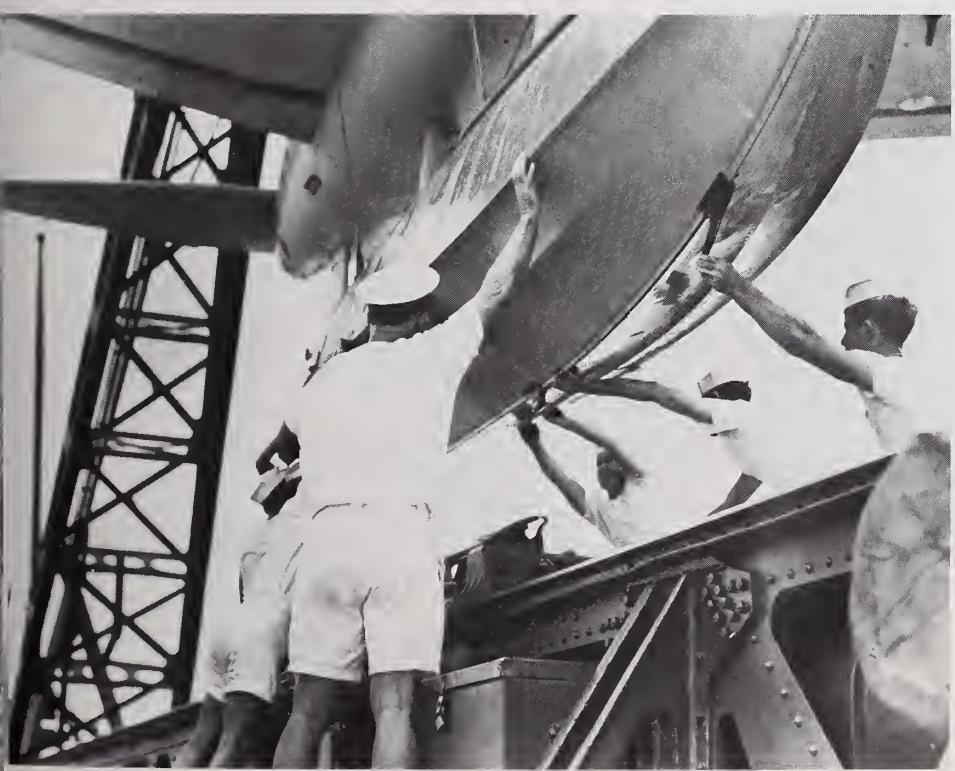


For some sailors, this Saturday was just a night to stay on board ship and relax. With many shipmates on liberty, it was a good time to finish that novel, play a game of cards or chess, write a letter home or just hit the rack. Waikiki would still be there in the morning and you could enjoy it more without a hangover anyway.



As the night wore on and midnight approached, Honolulu's strict blue laws encouraged the closing of the bars and sailors began drifting back to their barracks or ships. Earlier, the Army dance team billed as "Campbell and Wild" won the talent show at McKinley High auditorium; at the Bloch Recreation Center, *Pennsylvania* carried away the honors in the "Battle of Music" competition. The bandsmen from *Arizona* settled for second place and the evening closed with everyone singing "God Bless America," a song being echoed in various other locations about Honolulu and Pearl.

Pier 19 was mobbed with sailors, in various states of sobriety and uniform disarray, waiting for liberty launches to get them back to the boat. Inevitably, someone always failed to judge the narrow width of the pier and would end up strolling off the side into the oily waters of the harbor. And, just as inevitably, his would-be rescuers, full of good intentions but somewhat on the tipsy side themselves, would try to lend him a hand and end up in the drink with him, to the merriment of everyone.



Except for a few U of Hawaii victory celebrations and other private affairs, Honolulu and Pearl Harbor began settling down for the night. Taxi cabs deposited stragglers at Pier 19 to catch the last liberty launches back to their respective ships. Although single enlisted sailors were restricted to Cinderella liberty, they wouldn't find themselves in too much trouble just as long as they caught the final 2 a.m. shuttles. Yet, at least a third of the officers and men comprising the crews of the Pearl-based fleet remained ashore this Sunday morning, Dec. 7, on leave or special liberty.

A wet easterly wind began to rise over the harbor as the last of the liberty launches made their way to their mother ships. Except for the distant throb of the boats' engines, the harbor was quiet and dimly illuminated now by the fleet's anchor and quarterdeck lights.

At the Naval Control Center on Ford Island, only one officer and a switchboard operator were on duty. Despite the alert, not much had happened, and it was becoming a routine watch. Ford Island would come to life in the morning; however, as seven PBYs were slated for a dawn anti-submarine patrol off the south coast of Oahu. Until then, things were going to be pretty quiet from all indications.

Similarly, for the ships' watchstanders, the predawn watch went by slowly and uneventfully, just like most Sunday mornings at Pearl. It was a quiet time to reflect on just how good you had it at Pearl Harbor and how lucky you were to be there, knowing that you could have been stuck on Midway or Wake island.

Yes indeed, duty was good at Pearl Harbor. All was secure.□

—Story by JO2 Mike McKinley

Sailors in Hawaii enjoyed the local entertainment or the famous beachfront when not preparing OS2U Vought Kingfisher reconnaissance aircraft for launch. Photos courtesy of National Archives.

CNO on seapower



Adm. Carlisle A.H. Trost, chief of naval operations

Chief of Naval Operations, Adm. Carlisle A.H. Trost, recently granted an interview to Sea Power *magazine, which appeared in the October issue of that publication.* All Hands *is reprinting the interview, with the permission of* Sea Power *magazine and the Navy League.* Sea Power *editor-in-chief James D. Hessman and contributing editor Vincent C. Thomas visited Adm. Trost and asked the questions. The "Ask the CNO" questions for the* All Hands *interview continue to come in. Those questions will be addressed in a later issue.*—Ed.

Sea Power: The Navy's highest priority issue right now appears to be that of strategic homeporting. In that connection, on a couple of occasions the question has been raised: "If the Navy had more than a thousand ships during the Vietnam War, and didn't raise too many objections about the home port situation, why all the fuss now?" Why is strategic homeporting so important to the Navy?

TROST: It's true that back in the late 1960s we did have almost a thousand ships. Now we have 553. But when we had all those ships, we also had 65 home ports. Now we have 34.

The number has dropped that much?

TROST: That much. If you will recall, when (former Chief of Naval Operations) Adm. (Elmo R.) Zumwalt had to trim down to provide money for future investments, he laid up a lot of old ships and also cut back on a lot of home ports. A good example is the East Coast. We used to home port heavily in Boston and Newport. We cut those back, and a lot of others—some major ones, some smaller ones.

In the years since then, what we have seen is encroachment and a demand for some of this property, including the property around the existing bases. The Norfolk complex is a prime example. The commercial interests there would like very much to move into some of the areas where we have warehouses and pier space. It is expansion space if we ever have to use it and mobilization space for wartime. It also competes with Norfolk International Terminals.

This is not a situation that applies just to Norfolk. We have

seen a contraction of space for berthing ships. New ships coming along require more pier space, generally because they are bigger and require more services. It is especially important when you want to go "cold iron" so you can do maintenance on your ships.

It's different from the time when Jim and I were ensigns (Trost and Hessman served in the same destroyer division when they were ensigns; Trost was the division's "bull ensign"—Hessman was a year junior) and you tied up alongside and kept steaming because there was no such thing as shore power. You also can no longer "nest" ships three and four abreast and still provide services and proper maintenance for them. The demand for facilities has increased as the ships have become longer and more technologically complex.

Now what has happened is that requirements have increased, and as we have contracted our base structure overall, the major installations, specifically Norfolk and San Diego, have stayed large to the point where they have almost 50 percent of the active Navy home ported in those two ports. That's a lot of eggs in one basket. But more importantly, that's a lot of crowding of existing facilities where the room for expansion has become more and more limited. So it seems to us to make sense from a military standpoint to spread units out to other home ports, and take advantage of strategic dispersal, if you will.

This is done *not* to avoid attacks in a nuclear environment, because anybody can be sunk in a nuclear attack, but to take into account, for example, the fact that we have a great deal of oil that comes out of Valdez, on the north slope of Alaska, and *Trident* submarines based in the Pacific northwest. Yet we no longer have a base there for combatants, as we once did. We must take that into account.

We also take into account the much more ready access to the North Atlantic shipping lanes by moving ships and aircraft back up the East Coast. New York was chosen simply because it won out in competition with Newport and Boston as the location that could be most amenable to having the Navy. As you go down to the Gulf of Mexico, where a great deal of our wartime flow of materials would have to come through—a lot of our peacetime oil from South America comes up through the Gulf into Gulf ports—it just makes sense to spread combatants down there rather than crowding them into East Coast ports.

Are you seeing any greater understanding on the part of Congress on this issue?

TROST: Yes, I think there is a greater understanding of the impact of *not* doing it. There is a great misunderstanding that looks at the cost of strategic homeporting as something you could have or not have. You could say, "Let's not do it" and write it off. That ignores the fact that you are going to need the facilities for those ships somewhere, and that that money is not elsewhere in the budget. A good portion of that money, about three-fourths of it, could be required even if we did not move into new home ports.

A related topic is the impact on personnel. We were appalled to learn that many people who are assigned to San Diego have to leave their families behind because there is not enough housing available—or what there is is too expensive for families to afford it.

TROST: It is a combination of the two, really. We never have been able to build the amount of military-controlled housing that we would like. San Diego is a prime example of an area where we have been told: "Hey, this is a big metropolitan area, there is plenty of housing available on the open market and in the economy and, if the need is there, the civilian marketplace will respond and provide the housing." The fact is that San Diego is becoming an increasingly expensive place to live and we do advise our people who are going to San Diego, going to Bermuda, going to Keflavik, going to lots of places where there is a shortage of total housing—both military and civilian—or where the cost of living is considerably higher than the norm, that they must check with their new command on what is available before they move. We direct this so they don't suddenly find themselves in an area where they can't afford to have their families live. Or, where they might find that the waiting list for housing is so long that they can't afford to live on the economy that long. It is an economic fact of life.

"We're trying to help provide the spouse with employment opportunities."

Now, there has been a lot of speculation that it is the spouse's job, or the children in school, that cause people to not want to move. Those are factors, without question. But the economic factor is the foremost one. The wife works in many cases because of the economic factor, and we find increasingly that those wives who have a particular profession or specialty find it difficult to move and give up that job, and get accepted in a new area, as well as selling a house in one area and buying one in another.

We know that the problems of military families, the demographics, have changed in the 33 years since you were commissioned. What do you see on the horizon as far as military families are concerned? Do you increasingly have more geographic bachelors? More wives working? You have problems now that you never used to have before.

TROST: That's right. That's because our mixture of officer and enlisted is increasingly slanted toward those who are mar-

ried. The percentage of married personnel is very high compared to when we were ensigns, for example. In Norfolk today, when people complain about traffic, the traffic they are complaining about is married personnel commuting. I can remember, as an ensign, coming in in the morning after I got married, and at least 80 percent of the crew was on board and had been on board overnight—not because they were in the duty section, but because they were unmarried. That's where they lived and therefore they weren't contributing to the traffic problem.

What we are seeing is an increased need to take care of those kinds of things in our family service centers that help people settle into a new area, that ease their adjustment in it, and help solve their problems. For example, we're trying to help provide the spouse with employment opportunities. It is a way of easing the transition from one area to another. Recognizing that we are a portion of society that is forced to be mobile, the best we can do is help alleviate some of the stresses that are increasingly encountered.

Are you seeing an adverse impact on retention as a result of these condititions?

TROST: I'd say yes. In our retention questionnaires the foremost complaint is time away from family, which really translates directly into time at sea and the interval between deployments. It also translates into this geographic bachelor situation where the man or woman is separated from his or her family. We find that if there is dissatisfaction in the family environment, such as the wife not being able to find assistance when the husband is deployed, this becomes a direct factor in whether that man is going to stay around for a subsequent enlistment. While schooling is very important as families mature, the economic situation is also very important. In addition to job satisfaction the Navy member should be getting, and we hope he is getting, he and his family should also be getting the economic satisfaction that their roles in life deserve.

Will Gulf and West Coast home ports, in particular, have a bearing on some of the morale problems you might have, if indeed you can move ships into them?

TROST: I think it would help. The Gulf home ports, for example, would certainly offer a lower cost of living. The Corpus Christi area has a surplus of housing that could very readily absorb people going into that area with the battlegroup nucleus. Housing should be available on the sales and rental markets at a price that would be very much lower than what we see in most of our home port complexes. Places such as Norfolk and San Diego are popular for reasons other than the fact that they are good Navy ports. Those factors that make them good



Navy ports attract a lot of people because they make them good places to live. The Norfolk-Virginia Beach complex now is one of the fastest growing areas on the East Coast of the United States. And San Diego County has been number one in that respect in the West for a long time.

You mentioned earlier that people are concerned about being away from home, and that that is attributed mostly to sea duty. However, it is our understanding that the overall operating tempo for personnel ashore also has escalated tremendously in recent years. Is that impression true?

TROST: That impression is true, and it is due in large part to the fact that, absent the increases in end strength which we have requested, we have had to take the shore establishment down in order to properly man the fleet. You have fewer people doing more work. Yes, the workweek ashore and the demands on our people have increased rather markedly. It has been true in our training establishments as well as in fleet support.

Where do you reach the point where you have to start drawing down in people aboard ship? How far away are you?

TROST: We're not very far away. We may be at that point very shortly. That's going to make it very difficult because the minute we start impacting much further on the quality of life of our personnel ashore and afloat, we are going to find that it is certain to have an adverse impact on rentention. I don't want to see that happen because I want to keep the high-quality force that we have now.

You made a very interesting statement in your recent speech to the Submarine League—namely, "If we continue to play this 'yo yo' game, within a couple of years of serious budget decline we are gong to see the biggest (instance of) 'fraud, waste and abuse' this country has ever known." Can you amplify that?

TROST: Absolutely! But before I say any more let me refer you to a chart. What I was really referring to was the dramatic increases and decreases in real program growth in the defense budget that are in that particular chart.

The chart takes it from 1960 on, and shows the rather marked instability in the level of defense spending in this country, tied in some cases to such things as a war, such as Vietnam, where we saw money pumped in, and to the last several years, where we have seen real growth. But by and large what we have seen in the last five years or so is simply a reaction to the very severe underfunding of the previous 14-year period. What we have had to do is pump money back in to get well.

If we were able to plan on some level of built-in funding, as every business that wants to make a profit does, we would have program stability and would do things more efficiently. What happens when you have had years of growth, as we have had for the last five years, and then the rug is cut out from underneath a lot of things, is that you stretch out procurement, you get yourself up to a level of readiness where you are about at the point of leveling off in the expenditures required to maintain that level of readiness, and then you simply destroy it by failing to fund the neccessary level of continuity.

Nothing has changed in the world to say that there is any less need for military forces. We in the Navy see the continuing need to commit forces very flexibly around the world. We see the need because we are an instrument of national policy, and national policy tells us there is that need.

In order to react to that type of thing, we need a certain level of forces, with a certain level of readiness, and the current trends in budgetary direction simply will not support the requirement. That to me represents forced inefficiency, and that's why I say such budgetary uncertainty and instability is 'fraud, waste and abuse' at the highest level.

"Today's technology is clearly more expensive, but it results in larger, tougher ships by far."

I know you cannot speculate on what Congress will or will not do with this year's budget, but you can, we think, give an assessment of what the impact would be on the Navy if Gramm-Rudman-Hollings, or a legislative initiative to achieve the same result, caused a cut of, say, 5 percent to be imposed.

TROST: If it were to be imposed, the most immediate and most dramatic effect would be on direct readiness of our forces. The impact, because of the way the money would come out, would directly affect personnel programs. There is speculation that it would result in marked reductions in end strength across the entire military. It would immediately take a large bite out of operations and maintenance funds, which are the direct funding for the operations of the fleet and the supporting establishment.

We also would have to stretch out procurement on many of those items that we are just now starting to get well on, such as spare parts and munitions. We would have to reduce the modifications to ships and aircraft necessary to stay abreast of the threat. Additionally, we would have to reduce the maintenance of existing units. The bottom line is that today's readiness goes down dramatically, the readiness to handle the threat of tomorrow goes down, and the investment to handle the threat of the future is sharply curtailed.

One program the Navy itself acknowledges as having a tough time these days is mine warfare ships. In the MSH (minesweeper hunter) program, we gather there was a proposal to have at least one MSH hull built overseas, but the House shot

that down. So where is that program at this point?

TROST: Of course, the MSH program was dependent upon a fiberglass hull, and that fiberglass hull was not standing up to the stresses required. Not because it was fiberglass, but because of the design of the hull. Actually, both the Senate and the House Armed Services Committees agreed that there was a problem and further agreed to put some money against the design and possible purchase of an overseas—in this case an Italian-designed—hull.

The provisions of the legislation, as I recall, are that we would be permitted to build one and buy the hull of another one. Eventually we would have two U.S. competitors to build those hulls under license in the United States. What we have right now is the design effort with the Italian firm to do a U.S.-mod design that would be the basis for subsequent competition by U.S. manufactures. How that is going to come out in the final congressional language, I don't know.

That is going to set you back a couple of years anyway, is it not?

TROST: It will. We had hoped to be building those ships in numbers very early on, but now it is going to take some time.

Another responsibility you are having to take aboard in addition to what you already have is the war on drugs. What kinds of additional resources are you going to have to commit to that?

TROST: It is not certain yet what the additional resources would be, but we have expended a considerable amount of resources in the past several years. We have committed P-3Cs (*Orion* anti-submarine patrol aircraft) and S-3A (*Viking* anti-submarine assault) aircraft, along with the E-2Cs (*Hawkeye* early warning aircraft), in the war against drugs. We also have a rather considerable service commitment from both destroyer and frigate types and the PHMs (Patrol Combatant Missile hydrofoils) operating out of Key West, Fla. Those operations are, of course, taking place on the East and Gulf Coasts, and on the West Coast, too. The commitments have been rather extensive. We have every indication that those efforts will continue because it is national policy to use military forces increasingly to help in the interdiction of drug traffic coming this way. Currently this is completed either by our units carrying law-enforcement teams of the Coast Guard on board, or by our people providing information on suspicious craft or aircraft coming into this country so they can be intercepted by law-enforcement agencies.

I can't tell you what the cost will be. I can tell you that it appears that we will be directed to turn over four E-2C aircraft, out of our current inventory, to the Drug Enforcement Agency for operations in the drug-enforcement role. That means four aircraft will come out of the operational inventory of the Navy. Ideally, Congress would say, "Navy, we are so pleased with that, that we are going to give you four more on top of your budget request." But that won't happen. We will take them out of inventory and then hope to be able to buy four more over the years out of the Navy's total obligational authority.

No funds for any of this? That's all coming out our your hide?

TROST: Our past experience has been that most of this kind of thing has come out of our hide. We have, on occasion, received some relief in operating funds. In the case of those ship and aircraft operations in the Caribbean under the fleet commander, we paid for those, and those operations were in lieu of other operations, even though we kept track of the amounts expended. We received some fiscal relief last year for some of our operations, but not the total amount expended.

And no personnel relief either?

TROST: No! The argument has been made, for example, that the crew of the E-2C flying out there is getting training while



USS San Francisco (SSN 711) underway during sea trials.

it is doing that. That's not really the case, because the crew is not doing what it would do on wartime missions.

That's quite a heavy burden.

TROST: Yes, it is. We don't like the burden or the additional expense, but we're strongly supportive of the need to conduct a stronger drug-enforcement operation, while at the same time trying to do something about the educational process that will get some of our people off drugs and off drug dependency.

Why would it not be more logical for the Coast Guard to receive, and ultimately to operate, those four E-2Cs?

TROST: Well, that's a good argument. I personally am supportive of the Coast Guard receving those E-2Cs, for a couple of reasons. First, the Coast Guard has an aviation organization set up to operate airplanes. Second, in time of war, the Coast Guard becomes a Navy organization and those aircraft are immediately available to support Navy missions.

How are you going to handle the *Aegis* cruiser and *Burke* destroyer building programs if the numbers you seek are switched around by Congress? Will you be able to bring a second shipyard into the *Burke* construction program?

TROST: It (a change mandated by Congress) would make it that much more difficult. We'd like to have multiple-yard construction for the DDG 51s (*Arleigh Burke*-class destroyers), for economy and for efficient production because of the competition that it would bring. But when Congress starts directing acquisition strategy for the individual services, as they appear to be wanting to do, that is going to make it much more difficult for us to carry out our acquistion strategy and in turn to keep prices coming down.

The contracts for the CG 47 (*Ticonderoga*-class) cruisers, for example, right now are about $700 million a copy less than the estimate back in 1980. That all is the result of multiple-yard competition, and the fact that a lot of the components for the *Aegis* system itself are second-sourced.

Competition has some very good demonstrable results; if we can't maintain it, we lose its advantages. If we have to go to single-yard construction, that means we have no lever against prices. That will cost a lot of dollars over a period of time.

In that same ballpark, you recently bylined an editorial page comment in the *Washington Post* saying how good the *Burke*-class destroyers are. Can you amplify for our readers your arguments against the statement that these destroyers are too expensive?

TROST: Certainly. I think the article about which I commented failed to take into account, first of all, today's threat and the technology necessary to accommodate that threat—and to win when you are out there. It failed to take into account that, prior to World War II, we did in fact build a lot of low-cost ships—which, incidentally, would have cost a lot more money in today's dollars.

Those ships were not modernized and (kept) capable of handling the threat. We added additional equipment to them, and many of them served as much as 35-40 years. The final copy was nothing like the original, outside of the propulsion plant. What we are trying to do today is get ahead of the threat and build ships that are capable of accommodating both today's and tomorrow's threat.

Today's technology is clearly more expensive, but it results in larger, tougher ships by far. The DDG 51 is probably the toughest design that we have come up with since we built the World War II battleships.

It is an all-steel ship. It has taken into account all the complexities of modern warfare. I think it is the right platform for the job. It also is very necessary, because it is the class that will replace the current guided missile-destroyer fleet, the DDG 2 (*Charles F. Adams*) and DDG 37 (*Coontz*) classes. We need them, we need them in numbers, and the price is right. The cost is going to come down if we are permitted to compete their construction as we build that class.

"We want to step up the production lines, but we need the money to support those lines."

It really is a pretty good size, too.

TROST: It is nowhere near comparable to a World War II-size destroyer.

The numbers that have been quoted so far as your requirements are concerned are 29. We find it hard to understand how you can get by with 29.

TROST: Twenty-nine is a bare minimum. In order to provide the necessary surface combatant capability to go with the battle groups that we have, and plan to have in our inventory, we would need other ships or more of these ships. I think we would have to look very hard at whether we would build a lot more high-tech ships, or whether we could build some less capable, perhaps special-purpose, surface combatants as accompanying ships.

It has been proposed, for example, that we should build some types of ships that are sort of weapons carriers for the

high-tech director, so that the guy who has the *Aegis* system, for example, has more in his magazine than he can carry on board to counter the threat. This is something that we have to reassess on an annual basis, depending on total downstream requirements, based on the evolving threat and the capabilities we see in the fleet.

The FFG 7s (*Oliver Hazard Perry*-class guided missile frigates) are not the answer?

TROST: They are not, they definitely are not. The FFG 7s were built as a design-to-cost unit originally, and their capabilities were markedly narrowed as a result of that design-to-cost philosophy. What we need are ships that are capable of meeting



Nuclear-powered USS Virginia (CGN 38) underway.

the threat and are affordable. To be affordable they have to be well designed and built for minimum maintenance with state-of-the-art technology.

Speaking of procuring things competitively, how are you coming with your program to do this with the more sophisticated weapons? And are you going to be able to come up with enough in the way of assembly-line production for some missiles like *Harpoon*, and *HARM*, and some of the others that are sophisticated, pretty costly, and take time to produce?

TROST: We believe we can. We have been able to bring costs down by competitive procurement. But competitive procurement requires procurement of a certain number of a particular weapon to make competition cost-effective. If you have competition with very small numbers, then it could be more expensive than if you had a single producer.

We have been successful, but once again we are at the whim of changes in budget. As we were increasing our budget, we were able to increase our weapons-procurement account overall by an average of 19 percent growth per year for four or five years, and that's brought a lot of things into the magazines and into the bins, so to speak. There also are a lot more, that are paid for, still being procured. We are not quite there, especially in sophisticated weapons, and we recognize that some of our sophisticated weapons in certain scenarios would be used at a rather heavy rate in order to preserve the expensive launch platforms for that particular weapon.

You had a question about sophisticated weapons being used off Libya and in Libya. Yes, we did use a fair number of the existing inventory of *HARM* missiles, for example. Why? In order to keep from losing airplanes. All of the weapons we shot there would cost less than one airplane loss would cost us. Had we not shot them, and as a result lost an A-6 (*Intruder* attack aircraft) or an F/A-18 (*Hornet* fighter/attack aircraft), we'd have spent a lot more money.

You are making an awfully good argument for stepping up your production line. Is anyone buying that argument?

TROST: We want to do two things. We want to step up the production lines, but we need the total amount of money authorized to be able to support those lines. We also want to be able to keep those high-tech articles that we see as necessary over a longer period to sustain something in production, so that we have a sustaining production line.

There is always that argument between "How many do you buy?" "Do you buy everything now?" and "Do you try to keep a hot production base for certain critical items to make sure that in time of crisis you can continue to build and ramp up again?" Those are arguments wherein the balance is sometimes hard to achieve unless you have a stable budget plan, and a procurement strategy that is cost-effective and also maintains a "hot-war" base, if you will.

If you don't win that argument, it rather sounds as though you'll be back where you were when you came in as director of Navy Program Planning five years ago so far as crossdecking of sophisticated munitions is concerned. (Crossdecking refers to the practice of transferring missiles, and other items in short supply, from ships inbound from deployment to ships outbound.)

TROST: Well, that could happen. It shouldn't happen now, because the inventories are there. But keep in mind that there is a desirability in some cross-decking, even if you have 100 percent fill for everything. We may want, for example, to take a returning battle group and transfer weapons from those ships to those deploying, even if we had everything we ever wanted,

because you have a certain shelf-life remaining before those weapons have to go back to a weapons depot or a manufacturer for rework or a check. We often have taken those weapons, which are fleet issue, and rotated them from ship to ship.

Are you as concerned as many people in Congress seem to be that there has to be so much written into various provisions with regard to the responsibilities of the Joint Chiefs and the chairman, and of the commanders of unified commands?

TROST: I am not convinced that it is all necessary. I find, first of all, a fallacy in many of the arguments supportive of the need for massive reorganization. They point to historical examples of where things went wrong, and, without analyzing why they went wrong, simply say the organization is wrong. We lose sight in the argument of the changes in personalities and backgrounds of some of the individuals involved in some of these high-level positions. We lose sight of the fact that in some cases the Joint Chiefs of Staff were not, as a body, involved in some of the instances that are now being criticized and given as reasons for the need for change. I find that in many cases the arguments of the proponents for change demonstrate a lack of understanding of how our system really does work. What, for example, a unified commander does. What the Joint Chiefs of Staff do. Why there is advantage to having a group of people sitting as a corporate body, the JCS, who bring varied backgrounds and varied operational experiences, and therefore varied judgements, to bear on a problem.

It isn't solving something to achieve the lowest common denominator. It is solving a problem by bringing the maximum breadth of experience to bear on the issue, and deciding the best way to go, and what advice is the best advice to present to the President in a given situation. I find the argument that we need a deputy chairman or a vice chairman persuasive in that the load placed on the chairman of the Joint Chiefs is considerable, and there is an advantage to bringing in someone who can assist him on a day-to-day basis, both in meeting that workload and in ensuring continuity in the chairman's necessary absences. I am not at all persuaded that the individual has to be the number two in the chain of command; in fact, I oppose that factor. I am opposed to the fact that one of the proposals would take the other chiefs out of the acting-chairman role in the absence of the chairman.

Your predecessor said this responsibility was one of the best things that happened during his tour as CNO. And (Marine Corps Commandant) Gen. P.X. Kelley has said the same thing.

TROST: I believe it is a tremendous opportunity to ensure that all members of the JCS have an appreciation of exactly what the chairman's role is and of the complexities of the problems which face this country's national military command establishment. It is a broadening experience that I would think makes the Joint Chiefs more effective as a corporate body because they in fact do share all the aspects of this common experience.

Those arguments aren't usually even recognized, and there seems to be a feeling the Navy is institutionally opposed to "jointness," and to working with the other services.

TROST: There is a tremendous misperception about the Navy, about the Navy going its own way. The Navy is a navy, army, and air force under one military secretariat. We do in fact have all of the problems everyone else has. At the outset, to say that we lack "jointness" would be fallacious even if we did not work with the other military services. As a matter of fact, to make these three disparate elements work, the people in Navy and Marine uniforms, and even Navy people whose operational backgrounds are different, requires a level of jointness that no (other) single service ever requires.

To put the record straight: We have been very much involved in joint oprations because it is the very nature of our game. Who better, for example, to put in charge of ocean surveillance than the service that has the responsibility for ocean surveillance and the assets to carry out that responsibility? Who better to put in charge of anti-submarine warfare? Who do we want in charge of anti-submaine warfare—an infantry officer? Then to say that the unified CinCs (commanders in chief) lack control of their service elements because the individual services are responsible for the budgetary and programmatic support and make decisions on the basis of which officers are going to be promoted is ludicrous.

"The Navy is a navy, army, and air force, under one military secretariat."

Is there any member of the Joint Chiefs of Staff to your knowledge who had not had prior experience either as a unified or a specified CinC, or as a major fleet commander—or the equivalent in the other services?

TROST: None that I can think of. They all have come up with that kind of background. They wouldn't have gotten where they are, because they would not have had the experience level necessary to make them qualified. Of course, we have gone a long way, without the prodding of Congress, to try to influence the way programmatic and budgetary decisions are arrived at and fulfilled by bringing the CinCs in to confer on these issues.

That's not something that started two years ago. That's something we were doing when I first took over as director of program planning in 1981.

Reorganization of the Joint Chiefs is rather a frightening subject to us, because the manner in which it is being approached leads more and more toward a single person making all the decisions.

TROST: It does that, and that's fine, if you have that one all-knowing single person. But that all-knowing single person sure is going to do a lot better job if he has a few others who know a little less but who still have some input into the making of a decision.

You have gotten some prodding from Congress in another area, and that is on the establishment of a separate command for special forces. We know that Adm. (William J.) Crowe is opposed to that, and we gather he speaks pretty much for the rest of you.

TROST: He speaks for the Joint Chiefs.

What can you do, then, to overcome the congressional objections and, without legislation, achieve the desired goals?

TROST: We have been doing a number of things, but that's rather irrevelant, because when you ask, "What *can* we do?" it appears that we can do nothing because it appears that the thrust in both the Senate and the House is toward a separate command, varying from a national-level command with a civilian boss—either here in the Pentagon or on the National Security Council, who would be all-knowing in these so-called "low-intensity conflicts"—to a senior military unified commander. He would therefore control budgeting for training and manning of these forces.

"Low-intensity conflict" is best described by P.X. Kelley, who says it is low-intensity when you are not the guy getting shot at. But if you are getting shot at, it doesn't make any difference how many people are shooting—it then is high-intensity. I always thought, for example, that the Navy's role in crisis deterrence was in fact, in some instances, low-intensity conflict. Because sometimes we get pretty close to shooting, and sometimes do in fact shoot.

In the Navy our special operating forces are SEAL (Sea-Air-Land) teams, and that definition has been bandied about to mean all sorts of things to different people. But they are units that have a direct role in conjunction with national forces of all types. To separate them out of the normal command structure is just the very antithesis of what we have been doing and training for. We have been trying for years to better integrate our various capabilities, such as command and control, proper funding support, and proper manning, to make sure they (the various services) can operate in close coordination.



Doing everything that Congress wants you to do?

TROST: That's right. Doing exactly what we should be doing. But it appears now that the thrust for a separate command of some sort is so strong that there is probably nothing we can do at this point other than to sit and await the final decision.

Where will this gentleman fit into the scheme of things?

TROST: That's not certain. It depends on which way the bill finally comes out. It could be a separate unified commander, initially at the three-star level, but he might acquire a fourth star later, because he is a unified commander.

How he could interface, and how he would apply forces, I don't know. Again, there is a very strong lack of understanding about what the role of special forces really is and how they should be operated—and, in fact, what they are. It also is very clear that the proponents of most of this change are in fact very vocal staff members on Capitol Hill with backgrounds in certain special-forces areas who, either because they are disgruntled or because they saw their services supported at a lower level than they thought they should be, are very actively engaged in getting something better for those elements.

This decision won't necessarily enhance funding support for special forces. It might do it on paper.

USS New Jersey (BB 62) arrives at Subic Bay.

TROST: It can, but who is going to ensure that the training they are doing is relevant to what is necessary to support another CinC? And what, in fact, we have been doing over the years is making sure that our conventional forces are better able to operate in support of independent special-forces capability, as well as handle the integrated capability that is inherent in the interservice operation. The fact that we have been doing all that has been rather ignored.

Can you enlighten us on the proposed two percent cut in officer strength?

TROST: That proposal is before both the House and the Senate, in slightly different forms, to reduce officer end-strength in the military across the board by two percent per year for three years. That seems to be the most prevalent proposal. The argument is that the officer/enlisted ratio is too high. "Too many brass around." The House bill cites a certain officer/enlisted ratio, which we are far below already in the Navy and Marine Corps. On that basis, we would be absolutely clean.

However, if such a *pro rata* cut is made, we would probably suffer a proportionate cut along with the other services. In the case of the Navy, if we were to undergo a two percent cut in 1987, 1988 and 1989, our fiscal 1989 end strength would be below our fiscal 1983 end strength. But the size of the service would have changed by plus-87 ships and plus-20 aircraft squadrons. How we would man those units is beyond me, if we take that kind of cut.

If forced to take that kind of cut not only do you start cutting in the near year, which means you start cutting accessions right off the bat, but you also have to rid yourself of reservists, against whom we have the least contractual obligation. The impact is in such areas as medical, intelligence, and some of the technical skills. You have to forcibly retire people who are retirement-eligible but who don't want to go and whose skills we need. You'd also have to have some changes to the current DOPMA (Defense Officer Personnel Management Act) to permit some of these early retirements.

Now what have you done? You have hurt yourself in the near term. You have also built in a problem for at least the next 10 years, and maybe the next 20. Four or five years from the time you take these steps, the reduced accessions will mean you don't have the department heads you need in the fleet. It also means you don't have the people to input into post-graduate training and other advanced skill training. It means, too, that you don't have the general manning that you need in either the fleet or the shore establishment.

Carry it out a few more years, and now you no longer have the input into the junior service colleges and subsequently the more senior service schools. You no longer have that mid-grade level of officer you need to staff the Washington offices, the systems commands, as well as the fleet operational staffs. As you go downstream, you have fewer people to compete for command billets, so you have less selectivity. Finally, as you go downstream, you simply don't have enough people to man your overall structure.

It is a rather serious impact, and hardly at all understood.

Oh, it definitely isn't!

TROST: But those people I talk to on the Hill say, "Well, we have the feeling that you have too many officers, and besides, this is a good place to save money."

Isn't part of the answer to that, though, the fact that every area of society is so much more sophisticated now that it requires a higher level of knowledge and education, etcetera, and that if you did the same sort of a study on Capitol Hill with regard to the higher and lower civil service ratings, you'd find the same change in the ratio?

"Part of a peacetime organizational structure is to provide the mobilization base if you have to go to war."

TROST: You'd tend to. But the argument is that you have a higher officer/enlisted ratio than you had in World War II. The answer is "Absolutely!"

Then they say: "But look how your structure has shrunk." The answer again is "Absoutely."

But part of a peacetime organizational structure is to provide the mobilization base if you have to go to war. So it is, relatively speaking, top-heavy, because you can't just go out and buy commanders and lieutenant commanders with the necessary experience from off the street. We were fortunate in World War II to be able to bring in people who had boating or ship-operating experience, and some of them became commanding officers of ships, because they knew how to handle ships. Certanly we would do that kind of thing again. But now we are talking about rather sophisticated ships. So where do you go from here?

When the contracts were signed with the Bell-Boeing team for development of the *Osprey* (V-22 tilt-rotor aircraft) airframe, and with Allison for engine development, it appeared that the overall program was well on its way. However, the House slashed about 60 percent of the almost $400 million requested for R&D. What would a cut of that magnitude do to the hope for an IOC (initial operational capability) of 1991? And what is the potential of the ASW variant of the *Osprey*?

TROST: As with most defense issues, the answer about the

V-22 funding is not a simple one. It is true that a funding cut of that magnitude (60 percent) would impede plans for a 1991 IOC. One must also remember, though, that the Senate has fully funded the V-22 program. We are confident that, after the conference committee process on the Hill is complete, full funding for the program will be restored. The responsible leaders in Congress are well aware of our firm, fixed-price contractual obligations and (know) that any funding shortfall would translate into delays and added costs.

About the second part of that question: The ASW variant introduces a versatility which has sparked our imaginations concerning new ASW sensors and their employment.

Until now these new and enhanced capabilities were beyond our grasp. So the V-22 development is timely, because it makes possible an IOC of the mid-1990s and that fits nicely with the need to replace the S-3 (*Viking* ASW) aircraft presently in the fleet.

So we are committed to the ASW variant of the V-22. Having this aircraft in the ASW mission was an intuitively sound idea from the beginning, and preliminary follow-on studies have confirmed this. We will continue to study all the facts, though. After thorough analyses, it may well be that the V-22 ASW variant will be the best answer to counter the future mid-zone submarine threat to our battle groups.

You have made several references to the threat. Could you give us some examples of what you think are some of the more important Soviet advances in naval warfare?

TROST: In the past two decades, the Soviet navy has diversified and improved itself across the entire spectrum of naval warfare. Their improvements have been both quantitative and qualitative. While quantity is important, a navy's capabilities encompass more than force levels and distant deployments and exercises. Equally important are weapons, sensors, and communications equipment—qualitative things. This quantitative/qualitative balance we now see in the Soviet navy shows no sign of slackening.

With respect to their submarines, for example, the Soviets have built well over 630 since 1945—almost quadrupling our production. Their emphasis, of course, has been on nuclear subs, with over 200 being built. Over the past several years, they have built about eight per year, mostly nuclear-powered.

They continue to build fleet ballistic missile subs with the *Typhoon* SSBN—the world's largest—now operational, with more probably building. Each *Typhoon* carries 20 SS-N-20 missiles, which have a range of over 4,000 miles. This tremendous range allows them to strike targets in this country without having to leave their own homeports in the Soviet Union. The



Typhoons, of course, complement their very capable *Delta* and *Yankee* SSBNs.

We also see no slackening in the pace of attack-sub construction, with over 280 already in the inventory, and more coming on line.

Three new classes of attack boats are under way—the *Mike*, *Sierra*, and *Akula*. These three classes characterize the Soviet trend toward larger, higher-endurance subs with greater capabilities and improved technologies, such as improved quieting and new sensors. We see these units now joining their fleet, which already includes the world's fastest, deepest diving submarines—the *Alfa* and *Victor III*.

We've also witnessed the introduction of the *Oscar*-class nuclear-powered cruise missile sumbarine. *Oscar* is equipped with SS-N-19 anti-ship cruise missiles, which have a range of about 300 miles. We see the SS-N-19 on their new *Kirov* cruiser as well.

These developments in their submarine inventory pose a formidable challenge and are a reason why ASW is one of my top priorities.

Unfortunately, we are seeing the same type of quantitative/qualitative increases in all the other warfare arenas.

Where do we stand on the Personal Excellence program started by Adm. Watkins?

TROST: As I said before relieving Adm. Watkins, I'm fully committed to the Personal Excellence program.

First of all, let me say up front that I intend to put a flag officer in charge of this effort. That in itself will tell you of my interest in the program.

One of the key factors that underlies my interest in personal excellence is the changing demographics that we're seeing in our nation. These demographics indicate that there is a clear decline in the number of recruitable young people from whom we will be able to choose in order to man our fleet in the future. That means the competition from the private sector for the most talented people will be even keener than it is now. Additionally, the fact that our Navy is becoming more high-tech oriented means we'll need even more talented people in the fleet.

One of the ways to tap this pool of people will be for those of us currently in the Navy family—active duty, reservist, dependent, or retired—to form a partnership with public and private institutions and help build a national consensus concerning the importance of maximizing our human capital. We do this by encouraging those in the Navy family to get even further involved in their respective communities by participating in various community events—Scouting, youth sports, churches, charities, PTA, and so forth. We presently have a strong and proud cadre of people whose pride and spirit show through in their character. How they act and carry themselves in their communities reflects highly on the Navy.

We've already seen results from this type of partnership. In California, for example, we've seen the establishment of the Education Reform Act. As part of that (legislation), the Navy has 600 existing partnership programs with various schools in the form of "Adopt-A-School" programs, math-science initiatives, and "Saturday Scholars" programs. The results are evident in an upswing of SAT scores. We'd like to think we're part of that success. I'd also like to think that that form of involvement will pay long-term dividends to us insofar as recruiting is concerned.

We've seen a similar form of response by our sailors in Virginia, Florida, Illinois, and other states, in recognition of the challenge to physically and mentally advance our nation's youth.

"Our approach to helping make this a better world is solution-oriented—not problem-oriented.

We've also, of course, seen a tremendous role and interest by the White House, Department of Labor, and the Carnegie Institute in promoting personal excellence.

Adm. Trost, I know we've already put you behind schedule, but maybe you would indulge us one minute more, and tell us what you see as the Navy's role in this, and how the Navy is working in-house to improve personal excellence.

TROST: The Navy's role in helping shape a better society is catalytic—it's an additive. Our approach to helping make this a better world is solution-oriented—not problem-oriented.

The Navy—and Navy people—can make a difference.

As far as internal programs to improve personal excellence are concerned, I think our track record with programs such as alcohol abuse, improved physical fitness, family advocacy, drug testing, and others speaks for itself. These programs are only going to get better and stronger. These internal programs have paid big dividends for the Navy, and will continue to do so. We want our communities and our nation to benefit from the talents and high standards of our Navy personnel.

Adm. Trost, all I can say is that, if leadership at the top is any indication, there should be no problem meeting the very high goals you and Adm. Watkins have set. Thank you very much for providing us with this "view from the bridge," as it were, and for sharing your thoughts and ideas with *Sea Power*'s readers.□

Reprinted from the October 1986 issue of *SEA POWER* magazine, courtesy of the Navy League of the United States.

Titanic

Research



Finding objects on the sea floor—long lost and all but forgotten—has always been a difficult task. The Navy has endeavored to improve its deep sea search and recovery capability over the years and has now succeeded to a re-

target of opportunity

Story By Marc Whetstone Photos by Perry E. Thorsvik © National Geographic Society

markable degree.

An opportunity to test that capability drew worldwide attention recently as the Navy successfully operated its latest prototype of a deep submergence search and close inspection system—during sea trial dives examining the wreck of the ocean liner *Titanic* off the coast of Newfoundland.

While the discovery of the fabled wreck, in September 1985, and subsequent 11-day exploration this past summer made excellent headlines, the Chief of Naval Research, Rear Adm. J. B. (Brad) Mooney Jr., and the scientists who work for him at the Office of Naval Research, looked upon the *Titanic* from a scientific point of view—as an excellent target of oppor-



tunity. They needed a deep wreck to work on in at least 12,000 feet of water (the average depth of the ocean) and one that would be easily identified once found. RMS *Titanic* filled the bill. "The *Titanic* site was an ideal testing ground for us to put our prototype of the *Argo/Jason* system through its paces," Mooney said.

As a fully qualified Navy hydronaut (deep submergence vehicle operator), Mooney had a particularly keen interest in seeing this operation through to success. Mooney became the chief of naval research in October 1983. The year before, the *Argo/Jason* concept began to take shape as an outgrowth of a $3.6 million ONR research project at the Deep Submergence Laboratory at Woods Hole Oceanographic Institution.

The contract called for the development of a revolutionary, unmanned, deep ocean exploratory system with a capability to use low light level television, advanced technology acoustics, and sophisticated lighting concepts.

The system includes two remarkable pieces of hardware. *Argo*, a platform equipped with the advanced acoustics and photographic elements; and *Jason*, a sophisticated robot, which will feature high quality color cameras and advanced manipulators for mechanical, close-up inspection and sampling of ocean floor objects.

The first part of the system was successfully tested when *Argo*, towed by the Navy research ship *Knorr*, discovered *Titanic* on Sept. 1, 1985.

The second system element, *Jason*, one of the more complex underwater robots, is expected to be completed sometime in 1989. Its development began in the form of *Jason Jr.*, a much smaller prototype, with basically the same technology as *Jason*, except for the manipulators.

The testing of *Jason Jr.*—or "*J.J.*," as the robot is affectionately referred to by its operators—was the goal of the second *Titanic* expedition. The Navy research ship *Atlantis II*, operated by Woods Hole, served as the mother ship for the













Upper left: Lieutenants Mike Mahre, Jeff Powers, David DeLonga, Brian Kissel and Pat O'Brien surround Jason Jr. Extensive maintenance and preparation are required on both Jason and Alvin before they can be deployed off Atlantis II.

operation while, nearby, the submarine rescue ship USS *Ortolan* (ASR 22) was on the scene providing support, communication and a safety watch. Instead of being connected to *Argo, J.J.* was tethered to the Navy's deep submergence vehicle *Alvin* by a 250-foot electric cable.

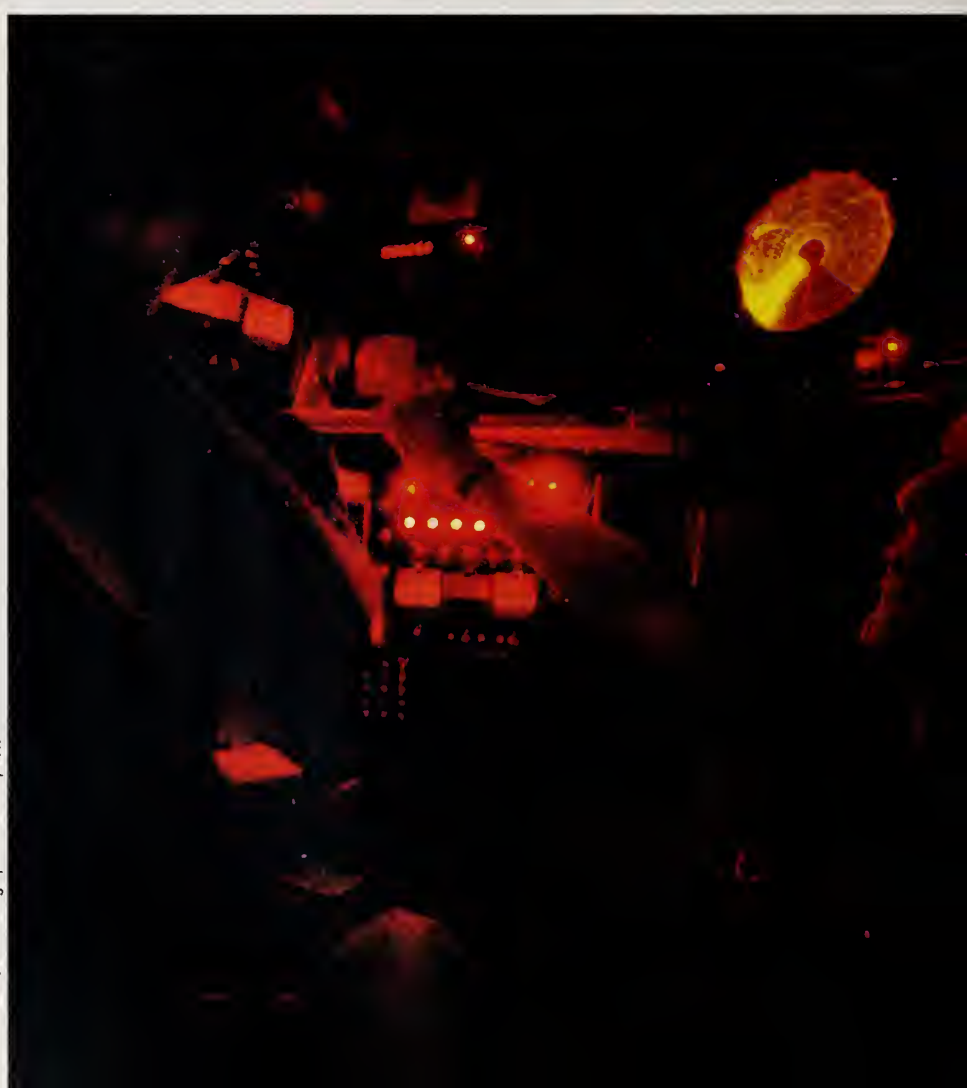
Together, *Alvin* and J.J. were lowered into the sea from the large crane at the stern of *Atlantis II* to begin their daily two-mile dives down to the sunken liner. Woods Hole researchers and members of a contingent of Navy deep ocean pilots from Submarine Development Group 1 in San Diego, there for submersible training and as operators of the robot, took turns making up *Alvin's* three-man crew.

Once at the *Titanic* site, *J.J.* performed aerobatic-like subsurface maneuvers in, on and around the wreck. From its tethered control line, the robot peered into portholes, glided down the grand staircase space, and took pictures of gently swaying crystal chandeliers, the only remaining evidence of grandeur on the rusting hulk.

Only once during the 11 days of two-mile dives did *J.J.* fail to perform, because of a minor electrical short circuit. The high level of reliable, complex performance was quite a technological achievement for the Navy's deep submergence scientific research effort, primarily because the system worked without first going through any type of depth test exercises, except for some pre-trial testing in a 30-foot laboratory tank. It was unknown then how *Jason Jr.* would function under the tremendous pressures more than two miles under the sea. But the engineers at Woods Hole who built the lawnmower-sized robot did well. It didn't leak and it performed as designed at great depth.

"Overall, the prototype performance far exceeded expectations," said *Argo/Jason* system project manager, Capt. Edward Craig, Office of Naval Research. "What the Navy hoped to achieve, by having a system designed and built that could conduct close inspections of objects at tremendous depth, had been realized."





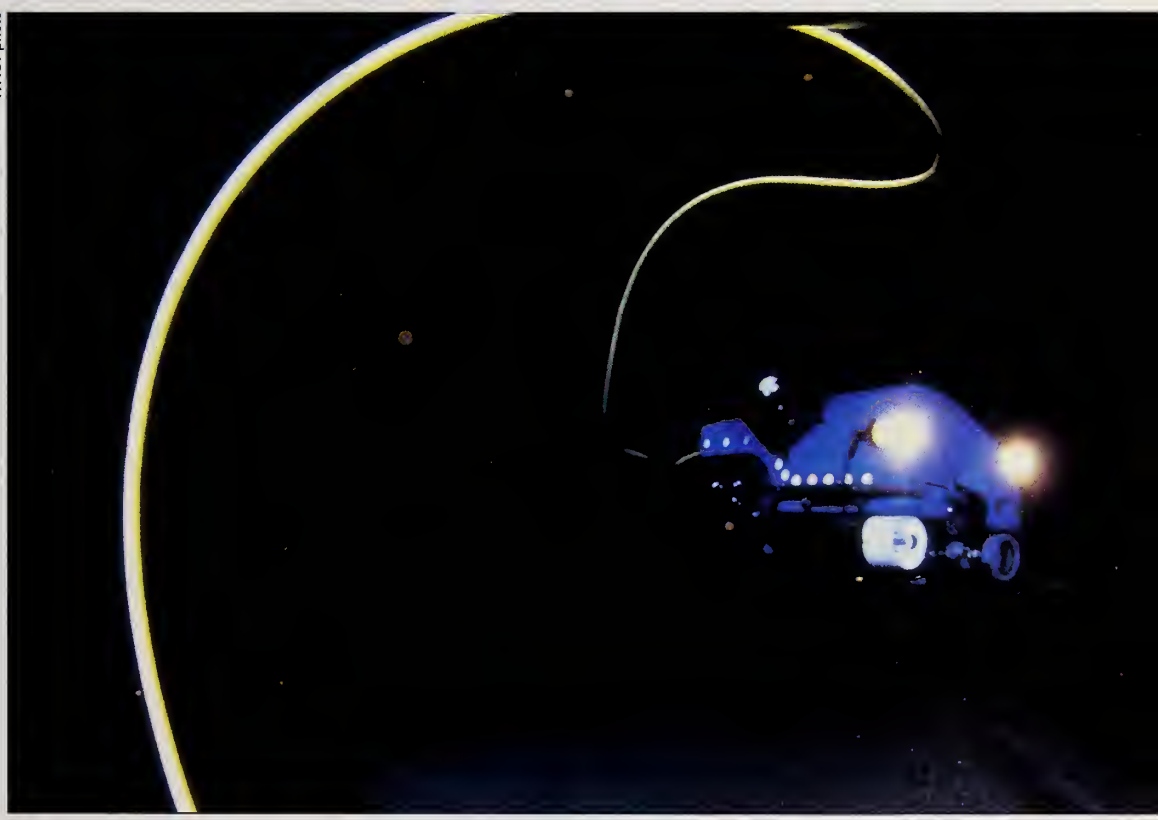
Woods Hole Oceanographic Institute photo





WHOI photo

WHOI photo



After directing the preliminary search from Atlantis II, Chief Scientist Dr. Robert Ballard (in stocking cap) leads the team that descends in Alvin and peers into one of Titanic's rustsicle-laden portholes through the eyes of Jason Jr., whose glowing controls cable also serves as a tether.

Over the last few decades, the development of sophisticated acoustic techniques has been the key element to success in deep undersea search operations. Sound travels through the water much farther than light. This accounts for the fact that sonar is used for submarine hunting rather than visual techniques. The problem with acoustic search is that it does not have the level of high resolution that light-sensing systems offer to best capitalize on a human being's keen visual discrimination capabilities.

What's more, conducting deep ocean search and inspection from a submersible can be slow and quite hazardous. The time required for covering even a modest area is thousands of times greater than an equivalent air search over land, because the small submarines used for this work have limited power and endurance.

No one knows this better than Mooney. He was at the controls of *Trieste II* in 1964, when it located the sunken hull of USS *Thresher* (SSN 593) on the floor of the Atlantic at a depth of 8,200 feet. He also coordinated the submersible search and recovery of the hydrogen bomb lost in the deep waters off the coast of Palomares, Spain, in July 1966. In 1972, Mooney was the officer in tactical command of a three-mile deep recovery operation in the mid-Pacific, a mile deeper than the *Titanic*. "The danger of becoming trapped or entangled during search and inspection operations is a concern," Mooney said. Nevertheless, he stressed that the Navy "must be able to find objects on the sea floor and to do limited work on them whether they are large, like shipwrecks or downed aircraft, or small, like ordnance."

One of the four Navy undersea pilots on board Atlantis II was Lt. Brian Kissel who, after making a dive to the *Titanic*, described his experience as "awakening." He sees the success of the *Argo/Jason* system as a measure of the increasing safety of deep submergence work. "Ultimately, the concept will be to deploy the remote controlled vehicle from a towed platform (such as *Argo*) which we can keep under indefinitely to allow

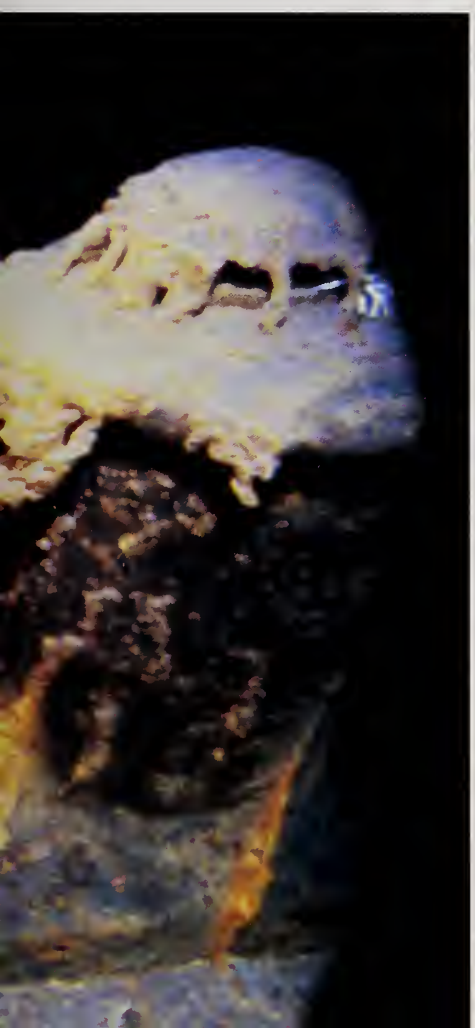




WHOI photo









After drifting high above Titanic's main deck and bringing Jason Jr. within a few feet of Titanic's bollards, Lt. Powers brings Alvin to the surface to be brought aboard Atlantis II so the undersea explorers can plan more dives.

unlimited time on station."

These requirements—more thorough exploration, increased time on station, and greater safety—brought together the ONR and Dr. Robert D. Ballard, chief scientist and head of the Deep Submergence Laboratory, to develop this latest undersea search and exploration system.

Designed to combine the best of acoustic and television technology, *Argo* is equipped with an array of sonar and television gear that gives operators a five-acre view of the sea floor at depths down to 20,000 feet. The result is a system that can see better and farther than all previous undersea search systems. It gives the Navy the advantage of being able to search and record 98 percent of the ocean bottom. The added bonus is the 24-hour-a-day operational capability that, at present, cannot be duplicated with manned submersibles, a fact supported by the effectiveness of the *Argo* tests in 1985 with the discovery of the *Titanic*.

The limitations of the manned submersible were made particularly evident during the *Alvin* dives on *Titanic* this summer, Ballard's logs show that *Alvin*'s descent time averaged two-and-a-half hours, to reach a depth of 12,500 feet. The trips to the surface took as long, decreasing the amount of time the researchers could remain on the site, mainly because of the drain on battery power and limits of crew endurance. *Jason Jr.* was equally limited, but only because it was tethered to *Alvin*. When *Jason Sr.* becomes operational, its capability to perform around the clock will be linked to *Argo*'s capability to do the same.

As such, the *Argo* and *Jason* platforms are complementary vehicles. Once *Argo* finds an interesting object, *Jason* will be used for close inspection and sampling missions. *Jason* (unlike *J.J.*) will have an advanced manipulator capability that will allow it to retrieve things on command.

Another significant development under way at Woods Hole is the tether that links the *Argo/Jason* system to the mother ship used to tow the vehicles. This tether includes multi-mode optical fibers which allow transmission of high-quality, real-time video color images to the surface; the "eyes" and "hands" of man are present in dangerous areas without the risks and time penalties associated with manned submersible operations.

While the Navy's interest in the *Argo/Jason* system focuses on its ability to inspect at close range objects lost in the deep, the system also appeals strongly to marine geologists, like Ballard, and other scientists. Academic investigators and federal agencies will be allowed to use *Argo/Jason* in the course of their scientific research. The intent is to keep the system as active as possible.

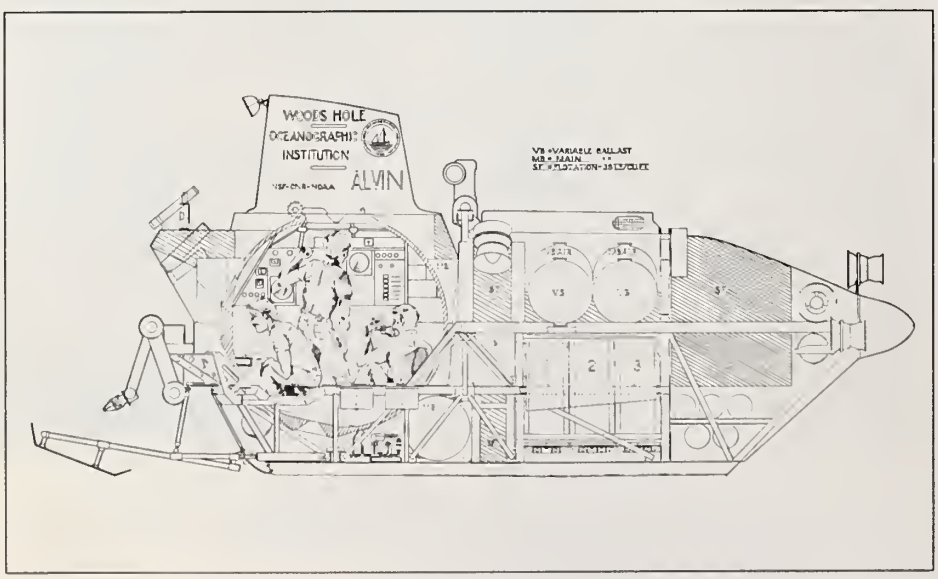
For example, after discovering *Titanic*, Ballard took the *Argo*, with its high resolution cameras (capable of 200,000 ASA), to the East Pacific Rise, east of the Galapagos Islands off the northwest coast of South America. There the expedition photographed and delineated numerous hydrothermal vents and sites of underwater volcanic eruptions. Two factors made this particular expedition noteworthy. First, the operation covered some 100 kilometers in two weeks' time. Previously, only a few kilometers had been covered in the same time, attesting to the advantage of the around-the-clock capabilities of *Argo*.

Second, other scientists along on the expedition were able to observe monitors and witness real-time videos of the ocean bottom while in the support ship's laboratory, rather than having to wait until film could be processed in the ship's photo lab. In the realm of marine biology and geology, real-time observations are a significant achievement.

Mooney said, "For about 20 years, we've been trying to improve our capability in undersea search for inspection of the deep ocean floor. This is a revolutionary step in that developmental process." The *Argo/Jason* system, "is a great leap forward for us and we look forward to having that capability in the Navy," Mooney added.

The success thus far of the *Argo/Jason* system in researching the *Titanic* site exemplifies the professional excellence and high standards demonstrated by the Navy's research community throughout its four decades of service to the nation. Craig said, "If we're doing our job right at the Office of Naval Research, we're looking at the next century."□

Whetstone is a public information officer in the Office of the Chief of Naval Research.



Art courtesy of WHOI

Diagram reveals Alvin's internal design, and a very small crew compartment.

From Baltimore to the Great Lakes

Special Recruit Company

Story by JO1 L. Willoughby-Hobbs

The oldest ship of the U.S. Navy, U.S. frigate *Constellation*, launched Sept. 17, 1797, was linked to the Navy of the future when Cmdr. Richard N. Richards, space shuttle astronaut, inducted 80 young men into the Navy this summer during a ceremony at Baltimore's Inner Harbor. The enlistments highlighted "Navy Day in Baltimore" festivities as proclaimed by Mayor William D. Schaefer.

The Special Constellation Recruit Company, made up exclusively of young men from Maryland, Virginia, Delaware, the District of Columbia and West Virginia, took their oaths of enlistment at the Inner Harbor Amphitheater, adjacent to the historic tall ship *Constellation*, moored at a special pier in the harbor.

In addressing the company, Richards reflected on how far and how fast the country and the Navy has traveled in the past 200 years. He remarked how the Navy has gone from wooden sailing vessels, like *Constellation*, to sophisticated space shuttles. He added that we have progressed from vehicles with speeds determined by their environments to vehicles capable of hypersonic flight.

Richards added that "dazzling, impressive accomplishments still require impressive people to make them happen," and, although the sailing vessels have changed, "the basic human values of dignity, courage and honor required to undertake great tasks have not."

The astronaut told the new recruits that "great rewards require great risks," and like Navy Capt. Michael John Smith, pilot of the space shuttle *Challenger*, they



must be aware of and accept the risks of dangerous undertakings for the peace and security of their country and loved ones.

After being sworn into active service, the new recruits, along with four Officer Candidate School inductees, were honored with a cannon salute from *Constellation*, as an array of brightly colored balloons was released from the tall ship's quarterdeck to float into the clear sky over the harbor.

The special recruit company underwent eight weeks of rigorous basic training at the Great Lakes Naval Training Center, Great Lakes, Ill. Richards was at the company's graduation and presented Company Honor Graduate, Seaman Recruit Jeffrey N. Proctor of Seat Pleasant, Md., with a special NASA plaque. The plaque included pictures and an American flag from the space shuttle *Challenger* mission that had on board the first U.S. woman astronaut, Sally Ride.

Proctor, who served as recruit chief petty officer of his company, completed basic training in the Army National Guard last year. He attended Crossland High School at Temple Hills, Md., and received his GED from the Chesapeake Job Corps.

"My brother is a quartermaster aboard a ship homeported in San Diego. Talking to him had a major influence on my joining the Navy," Proctor said.

Another member of the company, Seaman Recruit Mark Shako, received the Military Excellence Award for his distinguished performance during training.

Shako, a native of Takoma Park, Md., said if he could advise friends back in Takoma Park about the Navy, he would say, "I think the Navy is a great place to be. The Navy will make every effort to get you the job of your choice."

A member of High Point High School's Air Force ROTC program for four years, Shako served as assistant commander of his unit and was promoted to the rank of lieutenant colonel, which helped form the discipline that carried him through the Navy's demanding recruit training.

Shako said, "Being a member of AFROTC at my high school for four years and talking to my brother, who is a Navy electronics technician, were the major influences in my final decision to join the Navy."□

Willoughby-Hobbs is assigned to the Navy Recruiting District, Washington, D.C.

Naval aviation

Trivia quiz

To celebrate Naval Aviation's Diamond Anniversary, NAS Sigonella has prepared a quiz for naval aviation trivia buffs. Good luck!

Q1: What U.S. ship was the first to have an airplane land on it?
A1: In 1911, Eugene Ely landed aboard USS Pennsylvania *in a Curtiss* Pusher *to make the world's first aircraft landing aboard a ship.*
Q2: What U.S. ship was the first to have an airplane take off from it?
A2: In 1910, Eugene Ely took off from a wooden platform built on the bow of the cruiser USS Birmingham *and landed ashore a few miles away. It was the first takeoff from a ship and the first flight from ship to shore.*
Q3: Who was the first Coast Guard aviator?
A3: Lt. Elmer F. Stone.
Q4: Who trained the first naval aviator?
A4: Glen H. Curtiss.
Q5: Who was the first Marine to be designated a naval aviator?
A5: Lt. Alfred A. Cunningham, naval aviator #5. He is known as the father of Marine Corps aviation.
Q6: Who was the first naval aviator?
A6: Lt. Theodore G. Ellyson, naval aviator #1.
Q7: What was the U.S. Navy's first rigid airship?
A7: USS Shenandoah *(ZR 1), which made its maiden flight in September 1923.*
Q8: What was the first dirigible to use helium instead of hydrogen?
A8: USS Shenandoah *(ZR 1).*
Q9: In what year were the first takeoffs and landings made on board USS *Langley* (CV 1) while under way?
A9: 1922.
Q10: What was the U.S.'s first aircraft carrier? (Bonus: What was this ship before conversion to a "floating airfield?")
A10: The former Collier Jupiter, *commissioned as the aircraft carrier* Langley *in 1922.*
Q11: What U.S. naval aircraft, and in what year, made history by being the first aircraft to fly across the Atlantic?
A11: May 27, 1919, the Curtiss-built NC-4 arrived at Lisbon. The NC-4 and a six-man crew, was one of three "NC" aircraft to attempt the crossing, but only NC-4 finished the trip.
Q12: What was the Navy's first non-rigid airship?
A12: The DN-1.
Q13: What was the first Navy ship built from the keel up as an aircraft carrier?







Clockwise: Eugene Ely takes off in Curtiss Pusher from USS Birmingham. Lt. Ellyson and Glenn Curtiss in Curtiss Pusher. NC-4 lands in Lisbon, Portugal. Next page: F3D-1 Skynight in flight. Lt.Cmdr. Richard E. Byrd uses sextant to determine position.

A13: USS Ranger, *commissioned in 1934.*

Q14: What naval aviator made the world's first flight over the North Pole? (Bonus: What year did this trip take place and what aircraft was used?)

A14: In 1926, Lt. Cmdr. Richard E. Byrd, with co-pilot Floyd Bennett, in a Fokker TA-1 tri-motor.

Q15: What naval aviator made the world's first flight over the South Pole?

A15: Lt.Cmdr. Richard E. Byrd, along with Bernt Balchen, in 1929.

Q16: What naval aviator became the first American to orbit the earth?

A16: Marine astronaut Lt. Col. John Glenn.

Q17: Of the first seven Project Mercury astronauts, how many were naval aviators?

A17: Four, three from the Navy and one from the Marine Corps.

Q18: What was the U.S. Navy's first monoplane fighter to see squadron service?

A18: The Brewster F2A Buffalo.

Q19: What U.S. Navy aircraft made the first pure-jet landing on board an aircraft carrier? (Bonus: What was the year and what was the aircraft carrier?)

A19: The McDonnell FD-1 prototype Phantom *on board USS* Franklin D. Roosevelt *(CVB 42) on July 21, 1946.*

Q20: What was the first all-weather jet fighter?

A20: The Douglas F3D (F-10) Skyknight, *which first flew in 1948. It had an unusual feature—an escape chute leading out the bottom of the plane to enable the two-man crew to bail out at high speeds.*

Q21: What was the last Navy fighter designed to use .50-caliber machine guns?

A21: The FJ-1 North American Fury.

Q22: What was the U.S. Navy's most widely used observation float plane of World War II?

A22: The OS2U Vought Kingfisher. *More than 1,500 were delivered to the Navy. They flew from battleships and cruisers.*

Q23: What was the first plane designed specifically for counter-insurgency (COIN) operations?

A23: The North American OV-10 Bronco. *It combined high performance observation and light attack capabilities.*

Q24: What was the first job of airplane production for the Naval Aircraft Factory?

A24: The H-16 flying boat.

Q25: Who was naval aviation's first maintenance officer?

A25: Cmdr. H.C. Richardson.

Q26: What was the last biplane flying boat used by the Navy?

A26: The PH-3 biplane flying boat, built by Hall, which served with the Coast Guard in World War II.

Q27: On what aircraft's design was the highly successful SBD Douglas *Dauntless* dive bomber based?

A27: One Northrop BT-1 built as the XBT-2 scout bomber was given fully-retractable landing gear, a new engine and redesigned tail surfaces and canopy. By the time this new design was ready for production, Northrop had become the El Segundo Division of Douglas aircraft, and the production model was designated the SBD Dauntless.

Q28: What famous World War II carrier torpedo bomber saw service during the Korean Conflict in the Carrier Onboard Delivery (COD) role?

*A28: Some Grumman/General Motors TBF/TBM "*Avengers*" were fitted as transports for COD operations off Korea.*

Q29: What was the U.S. Navy's first all-metal carrier-based monoplane?

A29: The TBD Douglas Devastator *torpedo bomber, which joined the fleet in 1937.*









Q30: What was the U.S. Navy's first production monoplane scout bomber?
A30: The Northrop BT-1.
Q31: How many different versions of the Douglas AD/A-1 *Skyraider* were produced?
A31: Twenty-two versions, more than 3,100 aircraft.
Q32: What was the U.S. Navy's last piston-engined attack plane?
A32: The AD/A-7 Douglas Skyraider. *Production began in 1945, but cut back after VJ Day. It was dubbed the "Able Dog" during the Korean Conflict and proved its rugged versatility against ground targets in Korea and Vietnam. Originally scheduled for phasing out in the late 1940s, the AD served on for another 20 years.*
Q33: What was the "jet successor" to the AD/A-7 *Skyraider*?
A33: The Douglas lightweight jet A4D (A-4) Skyhawk.
Q34: What U.S. Navy carrier aircraft was designed as a strategic supersonic strike plane? With a linear bomb bay between its two engines, it was designed to drop its weapon to the rear, ejecting it between the two jet exhausts.
A34: The North American A-5 Vigilante.
Q35: What was the U.S. Navy's last flying boat?
A35: The Martin P5M Marlin, *which last served in 1967. The aircraft were redesignated P-5s in 1962.*
Q36: What aircraft replaced the P2V (P-2) *Neptune* as the standard Navy land-based patrol type plane?
A36: The Lockheed P-3 Orion.
Q37: What was the first designed-for-purpose carrier ASW aircraft?
A37: The Grumman S2F (S-2) Tracker.
Q38: What was the largest flying boat ever built for the Navy?
A38: The Martin JRM Mars, *at 145,000 pounds design gross weight and a 200-foot wingspan. It first flew in 1942. Only seven were built.*
Q39: What was the first aircraft to make a catapult launch from a ship? (Bonus: What was the ship and what was the year?)
A39: The Curtiss F-Boat (AB-2) from the armored cruiser USS North Carolina *on Nov. 5, 1915.*
Q40: What was the first U.S. Navy aircraft to make a carrier landing? (Bonus: What was the ship and what was the year?)
A40: An Aeromarine 39B on the deck of USS Langley *(CV 1) on Oct. 26, 1922.*
Q41: What U.S. Navy aircraft made the first carrier takeoff?
A41: On Oct. 17, 1922, a Vought VE-7SF from the flight deck of USS Langley *(CV 1).*
Q42: What aircraft was the Navy's last biplane?
A42: The Naval Aircraft Factory's N3N. It was built as a land plane and a seaplane. Nearly 1,000 were built, with the first flight in 1935 and the last, at the U.S. Naval Academy for Aviation Indoctrination, in 1961.
Q43: Who was the Navy's first "ace?"
A43: Lt. David S. Ingalls, USNRF, while flying with RAF Squadron 213. On Sept. 26, 1918, he scored his fifth aerial victory. He was the Navy's only "ace" in World War I.
Q44: Who was naval aviation's first Medal of Honor winner?
A44: Ensign C. H. Hammann. He flew an Italian Macchi 5 seaplane during World War I.
Q45: What U.S. ship was the first to carry and operate aircraft?
A45: USS North Carolina.
Q46: What U.S. ship had the first catapult designed for shipboard use?
A46: USS North Carolina.
Q47: What was the Navy's first aircraft?
A47: The Curtiss A-1 Triad.
Q48: What kind of aircraft sank the first two German submarines to be destroyed by the U.S. Navy in World War II?
A48: The Lockheed PBO Hudson.
Q49: What kind of naval aircraft set a world non-stop record in 1946 by flying from Perth, Australia, to Columbus, Ohio, without refueling?
A49: The modified P2V-1, the "Truculent Turtle."
Q50: What kind of naval aircraft was launched from the deck of the carrier

USS *Coral Sea* (CVB 43) at a record weight of 74,000 pounds in 1945?
A50: A P2V-3C Neptune.
Q51: What is the largest helicopter in the free world?
A51: The Sikorsky CH-53E Super Stallion.
Q52: What is the only three-engined helicopter in the free world?
A52: The CH-53E Super Stallion.
Q53: What is the first ship designed and built for amphibious helicopter assault?
A53: USS Iwo Jima *(LPH 2), commissioned in 1961.*
Q54: What was the first aircraft to land at the South Pole?
A54: A Douglas R4D Skytrain *on Oct. 31, 1956.*
Q55: What U.S. Navy seaplane had swept wings and was powered by four jet engines? (Bonus: What year did it make its first flight?)
A55: The jet-powered Martin P6M Seamaster *first flew in 1955.*
Q56: Who was the first naval aviator to attain five victories in jet aerial combat?
A56: Marine Maj. John F. Bolt was the first "jet ace."
Q57: What were the last two operating units of the lighter-than-air branch of naval aviation?
A57: The ZP 1 and ZP 3, disestablished in 1961.
Q58: What was the first nuclear-powered aircraft carrier and in what year was it commissioned?
A58: USS Enterprise *(CVN 65), commissioned in 1961.*
Q59: What was the first carrier built to handle jet aircraft?
A59: USS Forrestal *(CVA 59), commissioned in 1955.*
Q60: What naval aviator made the world's first untethered walk in space?
A60: Astronaut Navy Capt. Bruce McCandless.
Q61: What civilian naval aviator first walked on the moon?
A61: Astronaut Neil A. Armstrong.
Q62: What naval aviator was first in space?
A62: Astronaut Navy Cmdr. Alan B Shepherd.





Facing page (l to r): Skyraider lands on USS Yorktown (CVA 10). AB-3 catapulted from USS North Carolina. Top: CH-53E Super Stallion lifts off from USS Iwo Jima (LPH 2). Above: USS Forrestal (CVA 59).

Q63: Who was the Navy's first black aviator?
A63: Ensign Jesse L. Brown, shot down over North Korea.
Q64: What was the Navy's first jet seaplane fighter design?
A64: The Convair XF2Y-1 Sea Dart. *It first flew in 1953, but never became operational.*
Q65: What year did the Blue Angels put on their first show and what kind of aircraft did they fly?
A65: In 1946, flying F6F Hellcats.
Q66: What U.S. Navy aircraft were designed to be launched and recovered by airships?
A66: The F9C Curtiss Sparrowhawk *biplane was designed to form the aviation groups for the rigid airships* Akron *and* Macon. *They were fitted with "skyhooks" mounted on the upper fuselage and were intended to engage a trapeze mechanism let down from the airships. Once this was engaged, the plane was then swung into the airship's body. To launch aircraft, the process was reversed. The plane was lowered from the hangar with its engine running, "revved" to flight speed, and released to become airborne.*
Q67: What was the Navy's first fighter with a retractable undercarriage?
A67: The Grumman XFF-1.
Q68: What aircraft was Grumman's first monoplane fighter?
A68: The Grumman F4F-3 Wildcat, *originally designed but never built as a biplane.*
Q69: What was the Navy's first jet fighter used in battle?
A69: The F9F Grumman Panther.
Q70: What was the first U.S. Navy plane to shoot down another jet? (Bonus: What year did this take place and what kind of plane was shot down?)
A70: A Grumman F9F-5 Panther *shot down a MIG-15 over Korea on Nov. 9, 1950.*

The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands *presents a short review of articles that appeared in previous issues.*

10 YEARS AGO—December 1976

• In ceremonies held in the crypt of the Naval Academy Chapel, posthumous knighthood was conferred upon John Paul Jones by the Military and Hospitaller Order of St. Lazarus of Jerusalem. King Louis XVI of France wished to confer the knighthood upon Jones in 1779 after the Battle of Flamborough Head, but could not because the order was Roman Catholic and Jones was Presbyterian. Today, however, the order is ecumenical; the knighthood was bestowed by the order in marking the American Bicentennial.

• The Finnish ambassador to Sweden conveyed the thanks of his country to USS *Jonas Ingram* (DD 938) for its rescue of the crew of a Finnish vessel that sank in the Baltic Sea. "The lives of these people were in the gravest peril and were saved only through your alertness and good seamanship," said the ambassador. The rescue occurred Oct. 3 when a lookout on *Ingram* sighted a red flare from a life raft carrying three men, two women and two boys, the crew of the 370-foot *Anja*. *Anja* crew members were brought aboard and taken to Karlskrona, Sweden.

20 YEARS AGO—December 1966

• The light cargo ship USS *Mark* (AKA 12) is a pioneer. The 900-ton ship was the first cargo carrier in 10 years to negotiate the 47-mile run down South Vietnam's Bassac River from Can Tho into the South China Sea. Until now, a combination of Viet Cong pressure and long-lasting navigational aids restricting the waterway has prevented anything larger than patrol craft from making the trip. The success of *Mark's* voyage means that resupply ships soon may no longer have to retrace their steps up the Bassac and out the Mekong River, a trip of about 160 miles and two days.

• One hundred and thirteen Vietnamese civilians fleeing Viet Nam were rescued from their near-sinking junks recently by a U.S. Navy *Swift* boat and Vietnamese navy junk. Five overloaded junks were sighted north of Qui Nhon and most of the 65 refugees embarked were removed from the junks and transferred to the Navy boats. The *Swift* boat towed the junks 40 miles to the refugee camp at Qui Nhon.

40 YEARS AGO—December 1946

• The Navy last month was conducting a series of flight tests of a jet-propelled aircraft in carrier takeoffs and landings. USS *Franklin D. Roosevelt* (CVB 42) put to sea from Hampton Roads with a Lockheed P-80 (Army jet plane) aboard and ran a series of exercises off the Virginia Capes. The Navy is seeking data on carrier operation of jet planes, a field in which the Navy expects to expand considerably.

• A U.S. submarine sank a captured German U-boat in 10 seconds in a recent test using a standard torpedo with a new and undisclosed feature. The German sub, the U-977, was blown in two by a torpedo fired by USS *Atule* (SS 403) at a range of 1,000 yards. The U-977, a 773-ton craft, was of the type used by Germans for limited patrols in the Atlantic and Mediterranean areas. The Navy's study of German undersea craft has resulted in discovery of ultra-modern equipment, including practical use of an internal combustion engine of closed cycle design, which could be operated while the boat was submerged. The engine was run on hydrogen peroxide and required no exhause or intake system. □



Crypt of posthumously knighted John Paul Jones in the basement of the U.S. Naval Academy chapel.

Soviet Light Cruiser (CL)

SVERDLOV Class

SVERDLOV CL



Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands *is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*

Displacement: 17,200 tons, full load;
Length: 210 meters (689 feet);
Propulsion: Steam turbines, 32 knots;
Main Armament: 12 6-inch (152mm) guns (four triple turrets) except six guns in *Senyavin* and nine guns in *Shdanov* and *Dzerzhinskiy*; Six twin 100mm guns; Sixteen twin 37mm guns; Torpedo tubes and mine rails; SA-N-2 twin SAM launcher in *Dzerzhinskiy* (only ship so equipped); SA-N-4 SAM launcher in *Admiral Senyavin* and *Zhdanov*.

Fourteen of these larger light cruisers were built during the early 1950s.

Soviet light cruisers are so designated because of gun size, not ship size. "Light" guns are those with less than a 7-inch bore. Two *Sverdlov*-class ships have been removed from service and scrapped.

In the early 1960s, one *Sverdlov* cruiser, *Dzerzhinskiy*, was converted to a guided missile cruiser and has since been placed in reserve. About seven others are considered still in active service.

Two *Sverdlovs*, *Adm. Senyavin* and *Zhdanov*, were converted to command ship configurations in the early 1970s. These ships are fitted with staff accommodations and elaborate communications equipment. Some 152mm guns were removed and helicopter facilities, SA-N-4 SAM launchers, and numerous 30mm anti-aircraft guns were installed. Three others have been modernized by the addition of eight twin 30mm guns and other improvements.□



Bearings

Hammond adds a zero for Navy Relief

In support of this year's Navy Relief fund drive, USS *Francis Hammond* (FF-1067) sponsored an evening of fine dining and special service on the mess decks. For a dollar a vote, crew members bought a chance to choose their favorite *Hammond* personality to serve as waiter, mess cook, drink server or scullery worker.



This was the second year in a row that *Hammond* held such a fund-raiser. The goal this year was to raise an amount of money equal to *Hammond*'s hull number, times ten.

When all the votes had been tallied, more than $11,000 had been raised.

To commemorate the achievement, *Hammond* asked for and received permission to add a dollar sign and an extra zero to her hull number.

"Nearly 100 percent of the crew contributed and we more than doubled last year's total," said Command Master Chief AVCM Carrington, leader of this year's successful campaign.■

USS Francis Hammond (FF 1067) contributed more than $11,000 to Navy Relief.

Sailors save accident victim

Some folks may call their actions heroic, but a young Navy enlisted couple who helped a seriously injured motorcyclist, said they simply put some of their Navy training to work.

Aviation Structural Mechanic 2nd Class Dennis Lazar and Yeoman 3rd Class Leslie Lazar, stationed at Naval Air Station Corpus Christi, Texas, used their search and rescue (SAR) and cardiopulmonary resuscitation (CPR) training to control the victim's bleeding and shock, saving 19-year-old Craig Lee's life.

The Lazars were on their way home one day last summer when they saw Lee beside the road, obviously in need of help.

"We could tell he needed immediate medical attention," said Leslie. As she ran to the nearest house to call for an ambulance, Dennis applied emergency treatment to the cyclist and used his leather belt to apply a tourniquet to the man's severely injured leg.

When Leslie returned to the scene, she took the victim's vital signs and checked for symptoms of shock. Dennis took towels and a blanket from their car, covered the man's injured leg with the towels and wrapped him in the blanket. The couple continued first aid procedures until the ambulance and police arrived.

"It was second nature to me because of all the emergency training I received as a search and rescue aircrewman," said Dennis, who works at the station's aviation safety office. He went through Navy SAR and aircrewman schools at Naval Air Station Pensacola, Fla., before transferring to Corpus Christi.



Leslie, who works at the station's legal office, has taught Red Cross lifesaving classes to station personnel and members of the local community.

"The doctor in the emergency room told me that if Dennis had not applied the tourniquet when he did that I would have lost all my blood," said Lee. "There are a lot of people who would not know what to do in an accident situation. I was lucky the Lazars came along when they did."

"It's people like the Lazars that make me proud to have the U.S. Navy as part of our community," said accident investigator Sgt. John Schultz of the Corpus Christi Police Department.■

—Story by Julie Tourney, NAS Corpus Christi, Texas

New naval junior ROTC units

Ten high schools from California to New Jersey began course work this fall under the expanded 1986-1987 Naval Junior Reserve Officers Training Corps (NJROTC) program, bringing the number of units overseen by the Chief of Naval Education and Training to 241, nationwide.

Eight of the 10 units made up the fiscal year 1986 expansion. The others are replacements for schools which had units disestablished at the conclusion of the 1985-86 school year.

"The NJROTC expansion is one initiative of the chief of naval operations' personal excellence program in action," said Capt. Earle Rogers, director of the NJROTC program at CNET. "When the opportunity to further expand comes, NJROTC will extend into areas of the country where there are no programs today—improving geographic representation."

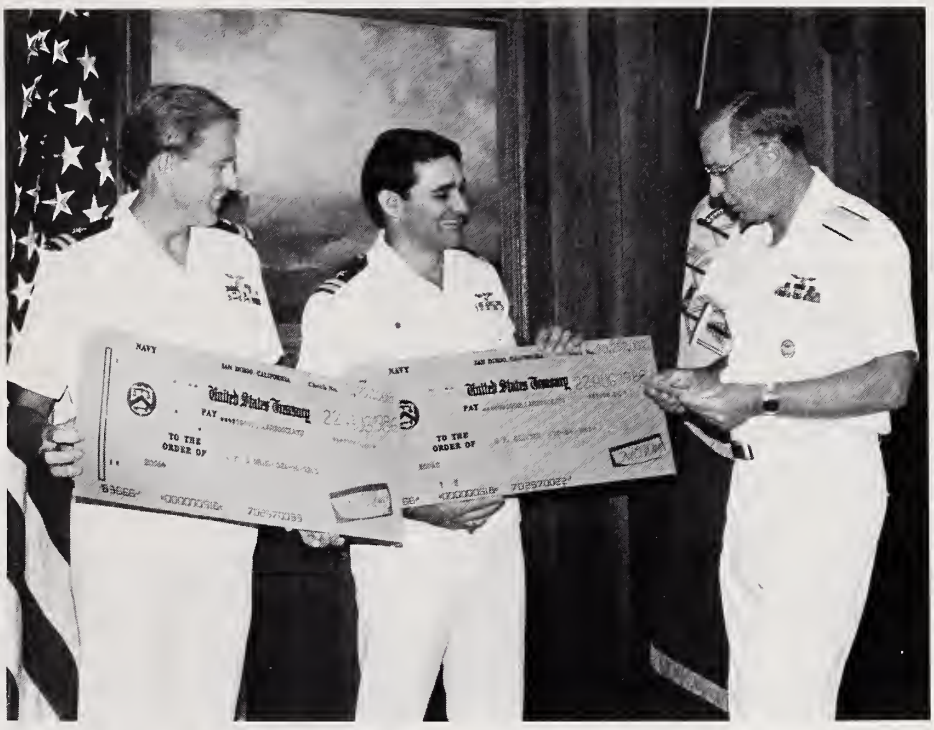
Among the eight expansion units are: A.L. Brown High School of Kannapolis, N.C.; Capitol Hill High School of Oklahoma City, Okla.; Georgetown High School of Georgetown, S.C.; Junipero Serra Junior-Senior High School of San Diego; Linden High School of Linden, N.J.; Northern High School of Owings, Md.; Parkersburg High School of Parkersburg, W.Va.; and Pearl High School of Pearl, Miss.

California gained a second NJROTC unit for this school year when the Herbert Hoover High School of Glendale was approved as a host site after another school's unit was disestablished. The California schools boast two of the three largest student populations (Junipero Serra 2,515; Hoover 2,400) of any of the other new NJROTC host sites.

Abraham Lincoln High School of Des Moines, Iowa, also selected as an NJROTC replacement unit, has the second largest student population: 2,477.

Establishment of an NJROTC unit normally requires school enrollments of approximately 1,000 students. The smallest student population of these selected NJROTC units this fall is at Capitol Hill High (1,010).

The NJROTC program provides instruction by more than 500 instructors for some 30,000 cadets. Courses include citizenship, discipline, leadership, and maritime skills for students with an interest in military science.■



MILCAP pays big checks

Lieutenants Larry O'Brien and Daniel Olivier of FACSFAC, (Fleet Area Control and Surveillance Facility) San Diego, happily anticipate receiving real checks for $9,000 apiece from Adm. James Busey, vice chief of naval operations, during a recent MILCAP Award ceremony held at the Pentagon.

Sharing a total cash award of $25,000 (before taxes), the largest amount by MILCAP, the two officers were recognized for their development of an automated area usage scheduling system that streamlined the old scheduling procedure and saved the Navy $7.7 million, the proposed cost for a less effective system previously under consideration.

O'Brien's and Olivier's computerized program eliminates the cumbersome and time-consuming manual paperwork involved under the old scheduling process. The new system is capable of generating a conflict of area analysis that allows the scheduler to know immediately what commands are using what areas and when. This analysis enhances both safety and optimum area use. The new system became fully operational in San Diego in March 1985. According to Olivier, it has also been installed at FACSFACs Jacksonville, Fla., and Virginia Capes, Va., and is scheduled for use in Hawaii.■

Mail Buoy

Groton vs. New London

It is hoped that future articles about the Navy and submarines concerning the submarine base will correctly locate it in Groton, Conn., instead of New London, as noted in the story in the June 1986 issue of *All Hands.*

—Richard Carlson
Groton, Conn.

• *The Nautilus Memorial and Submarine Force Library and Museum is at Naval Submarine Base New London, in Groton, Conn.* —Ed.

Tattoos

I just finished reading your article on tattoos (July 1986). Obviously someone at your magazine doesn't like them. The article, to say the least, was very one-sided.

I quote a line from Dr. Duffy, "The people I meet are usually really good people who just make a mistake." Is that to say that those of us who have tattoos, but don't want to get them removed, are not good people?

You kept referring to tattoos as mistakes. That's just someone's opinion and I feel you should have mentioned the fact that the article was an opinion.

I have five tattoos. I got the first one on my first WestPac in 1973 and the last one in 1984. I think tattoos are a work of art and express the feelings or the times in a person's life. Like Petty Officer Butkowski, I also have a Zig Zag tattoo (my first one). It is just a sign of the times I grew up in (my opinion).

Try an interview with people who have tattoos, and who wouldn't consider having them removed.

—RM1 W. J. Healey
USS *Harlan County* (LST 1196)

Tattoos II

I read your article on tattoos that appeared in your July 1986 edition. I didn't like it. It does have one important and positive point—tattoos are forever.

The article was incredibly biased and slanted. It went beyond stressing the fact that tattoos are forever, and did so in a very negative manner. Worse, the article used opinion and personal belief and tried to pass it off as fact. It portrayed people with tattoos as either unhappy (normal individual) or satisfied (abnormal individual).

You quote a highly dubious study (implying that it is a scientific fact) conducted by someone with unknown qualifications and implying that if you are not "dying" to get rid of your tattoo that (1) there is something wrong with you; (2) you will probably do poorly in service schools; and (3) you have critical, unresolved conflict that will prevent you from functioning satisfactorily on the job. Nothing could be further from the truth.

I am 38 years old. I am a GS-12 in DoD. I have an MBA. I have served as an officer in the Armed Forces. I am a mature and stable adult with a responsible position. I am the cornerstone and bedrock of middle-class America. I have three tattoos and a long list of additional tattoos I will acquire as time and finances permit.

Tattoos are works of art.

—Theodore L. Lavallee
Alexandria, Va.

Cruise missiles, commanders and queens

The August 1986 issue is an interesting one, but it contains three errors in fact which I call to your attention:

—In the thumbnail sketch of Adm. Zumwalt ending on page 16, it concludes with the phrase " . . . and the Navy's first cruise missile was developed." This may be a reference to *Harpoon*, but *Regulus* I was operational in the mid-1950s and *Regulus* II was in operational testing by 1958. Both of these were cruise missiles, but their primary role was taken over by the *Polaris* FBM.

—The 61st commanding officer of USS *Constitution*, mentioned on page 25, is Cmdr. (not Lt. Cmdr.) Joseph Z. Brown. Incidentally, Purser Deblois was the original purser in *Old Ironsides* when she first went to sea in 1798 and appears to have served in her continuously until his death more than five years later.

—In the "10 Years Ago" portion of the *Log Book* on page 37, you are incorrect in saying that Queen Elizabeth II was on board in August 1976. The date was 11 July of that year. As the captain you mentioned, I was there.

—Tyrone G. Martin
Cmdr. USN (Ret)
Cohasset, Mass.

• *Although some missile experts in the Pentagon disagree, there seems to be consensus that the Regulus missiles, because they were air-breathers, qualified as cruise missiles. The 61st CO of the* Constitution *characterizes himself as a commander "of long standing" and says he can't remember when he was an O-4. No doubt you welcomed the Queen aboard on 11 July, but the article appeared in the August '76* All Hands.—Ed.

Adm. Robert B. Carney



• *In the preparation of the August 1986* All Hands, a reproduction of Adm. Fechteler's portrait was provided in place of Adm. Carney's portrait for the story on past CNOs. All Hands *regrets the error.*—Ed.

SOY correction

• *In the September 1986* All Hands, *the group photograph of the Sailors of the Year at the top of page 13 was improperly credited. That photograph was taken by PH1 Douglas Tesner.* All Hands *regrets the error.*—Ed.

Ageless A-6

I was somewhat disappointed with your article in the August 1986 issue of *All Hands*, "Coral Sea, the Ageless Warrior's New Sting." My concern stems from the virtually non-existent coverage of the primary striking force of any air wing, the A-6E *Intruder* aircraft. The F/A-18 is unquestionably an impressive and versatile aircraft, but your article and accompanying photography would lead one to believe it is the sole tactical aircraft in CVW-13.

Just as *Coral Sea* is an "Ageless Warrior," so too is the *Intruder*. For over 20 years, the A-6 has been the spearhead of Navy attack aviation. It carries a larger weapon load farther than any aircraft in the Navy's inventory and delivers it with devastating accuracy—in

any weather, day or night. It was VA-55 of CVW-13 embarked on the *Coral Sea* that put the ordnance on target during Libyan strikes this past April, and this was certainly worthy of note in your article. It would seem some photographs of the Grand Old *Intruder* would also have been appropriate.

I appreciate the fact that your emphasis in the article was on the "New Sting." I would hope, however, that we can expect a similar article on the A-6E *Intruder*, which may not be new, but will certainly be around for a long time to come, executing the strike warfare mission better than any aircraft in the world. The A-6, its crews and enlisted support personnel certainly are deserving of such a tribute.

—Capt. B. K. McDanel
NAS Oceana, Va.

QDR, SF 368

I am writing to you regarding Michael Nusbaum's article in the August 1986 issue, pages 34 and 35 on Quality Deficiency Reports. The second column on page 34 lists the form to use as Standard Form 386; the third column on the same page lists the form as SF 368. SF 368 is the correct form number for QDRs.

—Peter J. Decker
Bremerton, Wash.

• *The Quality Deficiency Report is SF 368.* —Ed.

Brightwell kudos

I really appreciate your publication. I try not to miss an issue.

I enjoyed your August 1986 issue more than any other. I guess what I thought was so special was the oil painting on the back cover entitled *Destroyer Man* by Walter Brightwell.

I served with USS *T. D. Chandler* in DesRon 9 while I was on USS *Mansfield* (DD 728). They were the best ships of their kind in that era. I've been a destroyerman on active duty for over 22 years. That oil by Mr. Brightwell emits a lot of sound and feeling: the wet deck, vibration, noise, wind and dampness in the air. It brings back old memories and a lot of respect for those who rode the 2200 and 2250-class "cans."

Could *All Hands* make a tradition of putting a photo like this of various types on the back of their cover to pay tribute to those of us who have and still do serve in uniform? It is very impressive. Thanks.

—SMC Rick Felty
USS *California* (CGN 36)

• *We share your enthusiasm for art works appearing on our back covers and do plan to run more in the future, with the emphasis on Navy people. However, the paintings will appear only on an occasional basis and not as a monthly feature.* —Ed.

Tugboat?

I recently received my issue of the September 1986 *All Hands* magazine. There is a gross error in the caption for the top photo on page 26. The vessel in question is not a tugboat. It is a New York City Fire Boat, the *John D. McKean*. It was built by John H. Mathis Co., Camden, N.J., in 1954 at a cost of $1,426,000. It is 129 feet long, with a 31-foot beam and has a draft of 9½ feet.

I am a 14-year veteran of the New York City Fire Department and I am sure of the vessel's identity.

—Thomas V. W. Shields
Editor, *Submarine National Review*
Flushing, N.Y.

Reunions

• **VF-11 "Red Rippers"**—Reunion Jan. 31, 1987, NAS Oceana, Va. Contact Lt.Cmdr. S. E. Benson, VF-11, FPO N.Y. 09501-6102; telephone (804) 433-5345.

• **USS Conway (DD 507) 1942-1970**—Reunion planned. Contact Carl Shand, Road #3, Ware Road, Fulton, N.Y. 13069; telephone (315) 592-7891.

• **World War II Army and Navy Armed Guard Vets from the following ships: S/S Edward L. Shea; ATS John Errickson (former M/S Kungsholm); M/S Pueblo; M/S American Sun; S/S Howard A. Kelly and crew members of USS *Stormes* (DD 780); USS *Warrington* (DD 843); and USS *Vogelgesang* (DD 862)**—Reunion June 13, 1987, Cambridge Springs, Pa. Deposit required by February 1987. Contact Ray Didur Sr., P.O. Box 282, Cement City, Mich. 49233-0282.

• **USS Queenfish (SS 393) and (SSN 651)**—Reunion Dec. 5-7, 1986, Pearl Harbor. Contact Lt.j.g. Rick Ankiel, USS *Queenfish* FPO San Francisco 96676-2337; telephone (808) 471-9765/9302.

• **USS Howard W. Gilmore, 1944 (AS 16)**—Possible reunion. Contact Walter J. Cliffe, Lot 150 Oak Leaf Dr., St. Charles, Mo. 63301.

• **All USS LST members from World War II to present**—Possible reunion. Contact Grant L. Lee, 1920 Lula Lane, Enola, Pa. 17025; telephone (717) 732-1712.

• **USS Poole (DE 151)**—Possible reunion. Contact Donald Macchia, 256 Spruce St., Bloomfield, N.J. 07003; telephone (201) 748-0731.

• **USS Blue Ridge December 1943 to June 1945**—Possible reunion. Contact Michael T. Geary, #308 2703 E. Towers Dr., Cincinnati, Ohio 45238.

• **USS Lyon (AP 71) World War II**—Reunion planned for summer 1987. Contact Thomas D. Pecora, 25 Adams Road, Winchester, Maine 01890.

• **USS San Diego (CL 53)**—Reunion planned in 1987 at San Diego. Contact George H. Horton, P.O. Box 886, Clearfield, Utah 84015.

• **NROTC Miami University Alumni Association**—Reunion April 3-5, 1987, Miami. Contact PAO, Lt. Dan Bowdler, NROTC Unit, Miami University, Oxford, Ohio 45056-1698; telephone (513) 529-3700.

• **USS Dennis J. Buckley (DD 808)**—Reunion April 15-19 1987, Charleston, S.C. Contact Harold W. Ferguson, 1604 Bert Dr., Wichita Falls, Texas 76302; telephone (817) 322-1437.

• **USS Case (DD 370)**—Reunion planned April 1987, San Diego. Contact John S. Hinson M.R.I., Box 67, Twain Harte, Calif., 95383; telephone (209) 586-4393.

• **USS Little (DD 803) and USS Little (DD 79)**—Reunion April 30-May 3, 1987, Seattle. Contact Walter J. Reid, 3802 41st Ave. N.E., Seattle Wash., 98105; telephone (206) 522-7612.

• **USS Conyngham (DD 371)**—Reunion May 22-24 1987. Contact Jack Dawson, 2912 Rogers Ave., Tampa, Fla. 33611; telephone (813) 839-0760.

• **South China Patrol Association; USS Asheville, USS Sacramento, USS Tulsa, USS Helena, USS Pampanga, USS Wilmington, USS Fulton, USS Isabel, USS Guam and USS Mindanao**—Reunion planned May 1987, Wisconsin Dells. Contact Roy Langseth, 2920 Joyce St., Santa Rosa, Calif. 95405.

• **USS Augusta (CA 31)**—Reunion planned for early May 1987, Norfolk, Va. Contact E.L. Dixon, 1075-275 Space Parkway, Mt. View, Calif. 94043; telephone (415) 968-5172.

• **USS Minneapolis (CA 36)**—Reunion planned May 1987, Norfolk, Va. Contact Donald Bovill, 2804 Gene Lane, Arlington, Texas 76010.

• **VPB-52 "Black Cats"**—Reunion May 1-3 1987, Memphis, Tenn. Contact Saul Frishberg, 1021 Jeffrey Dr., Southampton, Pa. 18966; telephone (215) 357-6829.

• **USS Yosemite**—Possible reunion May 1987, Mayport, Fla. Contact Sherman Stacy, 25 Crest Road, Natick, Mass. 01760.

1987 Navy Interservice Sports Calendar

Training camps	*Tournaments*
Basketball (men)	
NavSta Mare Island, Calif. 23 Jan.–13 March	TBA TBA
Basketball (women)	
NAB Little Creek, Va. 12 Feb.–13 March	TBA TBA
Boxing	
NavSta San Diego, Calif. 5 Jan.–7 March	Ft. Hood, Texas 8–13 March
Wrestling	
NavSta Mare Island, Calif. 30 Jan.–21 March	Mather AFB, Calif. 23–27 March
Powerlifting	
NavSta Norfolk, Va. 12 Jan.–6 Feb.	Hill AFB, Utah 8-14 Feb.
Volleyball (men)	
NAB Coronado, Calif. 12 April–8 May	Ft. Lewis, Wash. 9–14 May
Volleyball (women)	
NAS Corpus Christi, Texas 12 April–8 May	Ft. Lewis, Wash. 9–14 May
Judo	
NTC San Diego, Calif. 10–23 May	NTC San Diego, Calif. 24–30 May
Bowling	
NTC Great Lakes, Ill. 10–18 April	McClellan AFB, Calif. 19–25 April
Seaweek	
NAB Coronado, Calif. 13 April–30 May	NA

Training camps	*Tournaments*
Racquetball	
NAB Little Creek, Va. 23 April–1 May	NAB Little Creek, Va. 2–9 May
Sailing	
NAB Coronado, Calif. 25–29 July	NA
Track & Field	
NavSta Mare Island, Calif. 17 May–6 June	Presidio, San Francisco, Calif. 7–11 June
Soccer	
NAB Little Creek, Va. 17 May–20 June	Camp Lejeune, N.C. 21–27 June
Softball (men)	
NAB Little Creek, Va. 23 July–15 Aug.	NAB Little Creek, Va. 16–21 Aug.
Softball (women)	
NAS Memphis, Tenn. 18 July–15 Aug.	Gap, Pa. 16–21 Aug.
Golf	
NAS Pensacola, Fla. 19–27 Aug.	NAS Pensacola, Fla. 28 Aug.-4 Sept.
Chess	
TBA 30 Aug.–5 Sept.	Washington, D.C. 8–17 Sept.
Tennis	
NAB Little Creek, Va. 1–12 Sept.	Ft. Eustis, Va. 13–20 Sept.
Cross Country	
TBA 30 Aug.–5 Sept.	Pope AFB, N.C. 7–10 Jan.

For more information, contact the Navy Sports Office at (202) 694-0596, AV 224-0596.

10

Navy Rights & Benefits



Morale, Welfare and Recreation

Morale, Welfare and Recreation

First-time visitors to Navy installations or ships often are amazed at the self-contained environment. Each installation or ship is a miniature community that provides nearly every service.

As part of these services, the Navy provides local Morale, Welfare and Recreation (MWR) programs (ashore and afloat) supported by an annual budget of more than $700 million. Clubs, movies, hobby shops, golf courses, child-care centers and swimming pools are some of the more visible evidence of these recreation benefits, but they are only part of the picture. As a Navy member, you and your family can take advantage of other recreation benefits through programs such as the Navy Library System. This Rights & Benefits segment describes the nature and scope of these programs available to you, the military member.

Navy MWR Programs

Appropriated and non-appropriated funds form the financial base for the Navy's MWR programs.

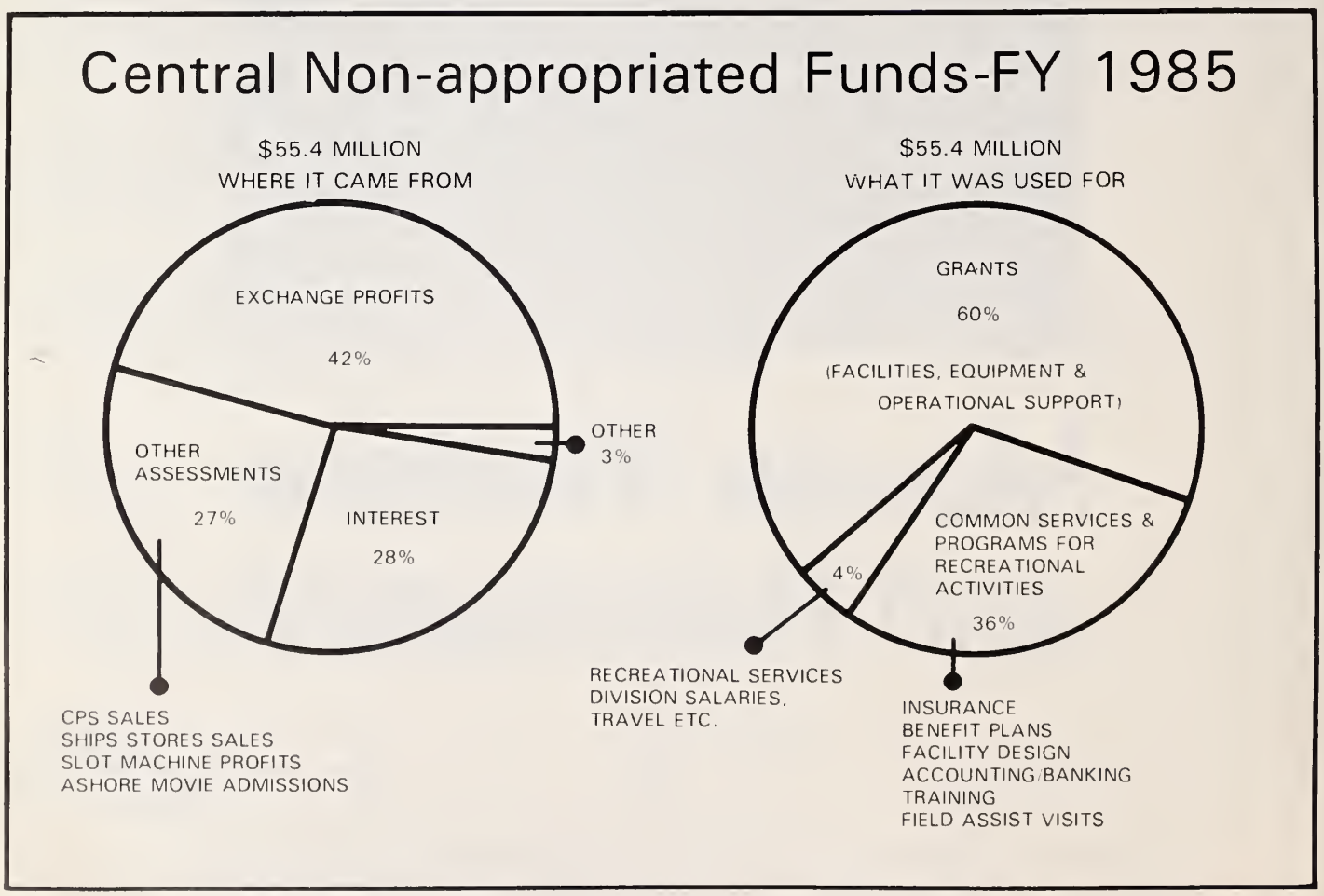
Congress *appropriates* funds as part of the annual federal budget for the basic MWR needs of the military community. During recent years, the amount of appropriated funds (after inflation) has gone up. As a result, new programs have been started and existing programs expanded.

Primary sources of *non-appropriated* funds are the profit dollars from portions of Navy Exchange Resale System and Ships' Stores Afloat profit dollars, and fees and charges levied for use of various recreation facilities or equipment. Every time you purchase an item at the exchange or ship's store, you receive more than just the approximate 20 percent price break—you help pay for your recreation programs.

Recreation, mess and consolidated package store operations are financed substantially (63 percent) with non-appropriated funds. Congressional support through appropriated funds pays for the remaining 37 percent.

All earnings of the Navy Exchange Resale System that are not required to finance exchange operations are used to help fund recreation programs. In fiscal year 1985, 50 cents of each local exchange profit dollar was retained by the chain of command for the funding of local recreation programs. The rest was passed to NMPC-controlled central non-appropriated funds for redistribution to local recreation funds.

Navy Exchange profit dollars consti-



tute the bulk of the central non-appropriated funds income. Other sources include interest on short-term investments, assessments on a portion of ships' stores sales, package store profits and vending machine profits.

Central non-appropriated funds exist primarily to supplement local recreation (ship and shore activities) and mess operations. In FY 85, for example, $34 million was provided to ashore and afloat recreational activities in operational equipment and facility grants and obligations. The five-year outlook for financial assistance calls for more than $125 million of non-appropriated fund authorizations for construction and repair of facilities—such as bowling centers, automotive hobby shops, youth centers, playing courts and clubs—and more than $63 million for operational assistance.

Navy Mess System

Navy messes, commonly referred to as clubs, are a unique benefit. Unlike civilian clubs, they must maintain the flexibility to meet the social needs of Navy personnel and their families. And you, the patron, influence the types of services and programs being provided in these clubs. You keep this valuable MWR facility operating.

Navy messes provide social and recreational facilities, meals and refreshments for officer and enlisted personnel and their families. Navy messes are designed to foster camaraderie and friendship in a relaxed atmosphere. Patrons can enjoy a variety of programs ranging from a family night buffet to the latest in musical trends.

Messes are operated on a non-profit basis. However, they must be self-sustaining enough to meet all debts and liabilities and be able to make improvements or expand services as necessary.

The Navy Mess System includes:

Commissioned Officers' Messes	83
Chief Petty Officers' Messes	37
Enlisted Messes	85
Consolidated Messes	62

While not part of the Mess System, another important element in the MWR area is the consolidated package store. Consolidated package stores are the on-base retail outlets for packaged alcoholic beverages, other than malt beverages. Profits generated by the package stores are used to support Navy Recreational Services programs for all eligible patrons, not just those who consume alcoholic beverages.

While alcoholic beverages are available in both Navy messes and consolidated package stores, patrons are discouraged from overindulging. Sailors are expected to not let alcohol interfere with their duties, reduce their dependability or bring discredit upon themselves or the Department of the Navy.

Recreation

Navy recreation programs offer personnel and their families a variety of exciting activities—organized sports, aquatics, outdoor recreation, entertainment, arts and crafts and many others. Whether aboard ship or ashore, these Navy programs are available to meet the leisure needs of the Navy community.



Morale, Welfare and Recreation



While it would be impossible to list every recreation program or service offered, some or most listed here are available on Navy ships and installations. Local Navy recreation staff can provide more information about specific programs that are offered.

• **Aquatics.** While recreational swimming is the most popular aquatics program, there is a lot more available for those who enjoy the water. Active duty personnel can take advantage of free lap swimming sessions during designated hours at most installations.

Both children and adults can compete in swimming and diving events where they are offered. Swimming teams, classes in water ballet and water safety, and special events like water festivals and pool parties also are featured. Swimming classes are often available for all ages, including toddlers and infants beginning at six months old.

• **Arts and crafts.** For those who like to work with their hands, the arts and crafts program can supply everything they need. Arts and crafts centers keep up with the latest trends by constantly altering and adding programs. Personnel and their families can learn the latest techniques or take instructional classes in such popular programs as woodworking, photography, ceramics, lapidary, textiles and fibers, model building and computer hobbies. Most of the supplies needed for these classes are conveniently available in the arts and crafts retail stores.

• **Auto hobby shops.** Amateur mechanics can find everything they need to keep their automobiles running smoothly while saving money on car repairs as well as preventive maintenance. Many shops also provide the sophisticated equipment used for major projects such as engine overhaul, tuneups and auto body work. Repair parts can be purchased from auto hobby resale stores.

• **Bowling.** The Navy's bowling centers have something for bowlers of every skill level. Most centers offer open and league bowling, intramural and intercommand competition, and special programs for Navy youth. Instructional classes, pro shop resale outlets, shoe rental and locker storage are also available.

• **Child-care centers.** Child care has become a high priority in the Navy in recent years. Many new Navy child-care centers have been built and older centers are being upgraded. Navy child-care centers provide quality care at reasonable prices on either a regularly scheduled or drop-in basis. Far more than just a baby-sitting service, these centers provide well-rounded programs of activities designed to meet the emotional and developmental needs of children.

• **Community recreation.** Like any other "neighborhood," the Navy community often gets together for recreation activities. Ship homecoming parties, picnics, flea markets and holiday programs



are just a few of the events offered. Hobbyists can share their interests in riding clubs, gun clubs, ski clubs and many other groups. Also available are a variety of leisure learning classes such as aerobics, oil painting and cooking.

• **Entertainment.** Navy personnel can be both participants and spectators at entertainment events. Theater groups, music groups and talent contests are available for those who like to participate. Also available are special entertainment nights such as movie festivals and live groups, and music rooms where personnel can listen to their favorites.

• **Fleet recreation.** Because sea duty can be especially tough and demanding, it is important to provide sailors with quality leisure time activities that fit into the limited space available aboard ship. Fleet recreation coordinators located at fleet concentration centers around the world help afloat commands plan effective recreation programs and obtain exercise and recreation equipment.

A variety of individual and group activities are available for the sailor, such as organized tours while in port. On smaller ships, board games, bingo, closed circuit television and exercise equipment are available. Medium-sized ships offer the additional activities of skeet shooting off the fantail, jogging on the weatherdeck, playing electronic video games and exercising in fully equipped weight rooms. On larger ships, sailors also can participate in organized sports and recreation activities or check out recreation equipment for their own use.

• **Golf.** A popular and relaxing sport at most Navy installations is golf, whether on 18-hole courses, pitch and putt courses, miniature ("putt-putt") courses or driving ranges. Golf instruction is offered at all levels, and clubs can be rented or stored at the golf course. Golf pro shops sell whatever equipment and sports clothing golf enthusiasts might need. When Navy courses are not available, special arrangements usually can be made for the use of public or private courses.

• **Information, Tickets and Tours (ITT).** There's no better place to go for travel, tour or general information than the local Information, Tickets and Tours office. ITT offers a discount ticket service for tours, shows, concerts and sporting events both on base and in the local community. This office also can arrange group tours or help with travel plans.

• **Outdoor recreation.** Whatever the climate, wherever the installation, the great outdoors is there to be enjoyed. A wide range of recreation programs, adapted to each locale, are available, such as picnic areas, riding trails, and beach and lakefront facilities. Some bases have stables where horses can be rented or boarded, or marinas that offer boats for rent and boating classes. Many installations also rent recreation equipment such as fishing gear, water and snow skis, and

Morale, Welfare and Recreation



camping equipment. They also offer classes in outdoor recreation skills such as hiking, canoeing and camping.

• **Sports and physical fitness.** Navy sports offer organized programs for both the novice and the accomplished athlete. Intramural and conference sports competitions are available at most Navy installations and are supported by sponsoring commands. For the especially talented athlete, there are All-Navy training camps as well as interservice, national and international competitions, including the Pan American and Olympic games, in approximately 40 different sports.

Gear and equipment for self-directed sports are furnished to eligible patrons on a checkout basis. Sports enthusiasts also can use the multi-purpose courts, gymnasiums, tennis and racquetball courts, football and softball fields, and many other facilities offered.

With the Navy's emphasis on physical fitness, it's important that active duty personnel keep in shape. Fitness centers, located at many installations, provide the facilities and equipment to help sailors keep physically fit.

• **Youth activities.** Keeping Navy youth, ages 6 to 18, active and physically fit is the goal of the youth recreation program. Most installations offer structured programs in sports, cultural activities, social activities and recreation skills development. The extended day program for school-age children, now available at many installations, provides supervised recreation activities for children both before and after school and on holidays. Parents and active duty personnel frequently serve as youth program volunteers.

Navy Motion Picture Service

Movies remain the most important form of recreation on board Navy ships. The Navy movie program costs approximately $9 million in appropriated funds and $2 million in non-appropriated funds annually.

Regardless of size, almost every ship and installation in the Navy has the capability to show movies. It is intended that each sailor have the opportunity to see three different movies each week.

Under present arrangements, regular feature movies, as well as older classic movies and children's matinee features, are procured by the Navy Motion Picture Service (NMPS). NMPS sends more than 150 new 16mm prints to Navy shore circuits and more than 2,500 Beta video cassettes to Navy, Military Sealift Command and National Oceanic and Atmospheric Administration ships each week. More than 20,000 full-length feature movies are available through 27 Fleet Motion Picture Exchanges, making the Navy's system one of the largest film libraries in the world.

You can enjoy a first-rate movie at your command's theater for a minimal fee. Isolated overseas locations and ships show movies free of charge.

General Library Services

Since the USS *Franklin* became the first ship to establish a library in 1821,

general libraries have been expanding and growing along with the Navy they serve. These libraries are a free benefit available to the entire naval community—active duty, families, retirees and civilian employees overseas.

General libraries are controlled and supported by the Chief of Naval Education and Training (CNET). Living up to their motto, "Wherever sailors serve," these libraries are located at every naval activity ashore and afloat.

There are more than 500 afloat and almost 200 shore libraries, with a total inventory of more than 2.5 million books. Collections are kept up to date by local efforts and through monthly book shipments provided by the Naval Education and Training Program Development Center in Pensacola, Fla.

Small ships and shore activities usually receive paperback books and reference materials. Larger ships have regular libraries of up to 10,000 volumes or more. Libraries on aircraft carriers and at major shore installations offer impressive and varied collections and services.

Many shore and some ship libraries subscribe to "best seller" leasing plans in order to have the most recent popular books. Most shore libraries provide interlibrary loan services allowing them to borrow needed materials from other libraries.

Library materials and services can include mail order and college catalogs, telephone books on microfiche, investment services, children's book collections and information on ship and shore facilities for transferring sailors. Many libraries even have microcomputers and software programs, audio recordings and listening systems, typewriters and copying machines.

Framed art collections that can help brighten up Navy housing are available in some libraries. Library patrons also can enjoy such games as chess and monopoly. Other materials offered by libraries include a variety of specialized indexes, manuals, encyclopedias and other reference works, book lists and bibliographies, book reserve systems, paperback "swap" shelves and current and back issues of many magazines.

There are even special sections of materials required in off-duty education courses and in earning a high school diploma. The newest additions to the library collection are video cassettes, which promise to become a very popular service in the future.

Other MWR Activities

Military men and women stationed in remote and isolated areas overseas are not neglected when it comes to entertainment. The Armed Forces Professional Entertainment Office (AFPEO), a joint-services organization, works in conjunction with the United Service Organization (USO) to provide top-quality live entertainment where it may otherwise be limited or non-existent.

USO recruits and produces all celebrity entertainment tours, sponsoring approximately 15 DoD/USO touring shows annually. USO also provides staff for production, advance teams to coordinate tour logistics, as well as funds for housing, per diem, sound systems, and other miscellaneous expenses. The Department of Defense (DoD) pays transportation costs for these tours.

AFPEO, staffed by representatives from the Army, Air Force and Navy, handles the operation and administration of the Armed Forces Professional Entertainment Overseas program. Established by the Department of Defense, AFPEO provides high-quality non-celebrity entertainment to armed forces personnel overseas.

AFPEO representatives travel extensively to audition and select touring groups. Selections are made based on talent, flexibility, working relationships among group members, and the group's ability to establish rapport with its audience. AFPEO selects a wide variety of



groups to ensure an appealing cross section of entertainment.

While on overseas tours for DoD/USO, entertainers may perform as often as twice a day, six days a week. Each member of the touring group receives adequate daily living expenses, limited exchange privileges and emergency medical or dental treatment as necessary during the tour.

All shows, whether under the celebrity DoD/USO Show or non-celebrity DoD Show banner, are presented free of charge and are open to all military members and their families. Performances are usually presented in the base theater, auditorium, gym or aboard fleet ships. They usually are not scheduled at base clubs unless no other suitable performance site is available.

In fiscal year 1986, 96 groups went on three- to nine-week tours at a cost of nearly $2.8 million. The areas they toured included Alaska, the Caribbean, Europe, the Mediterranean, Greenland and the Pacific. An estimated 3,000 performances were presented before audiences totaling nearly 500,000. Sixteen of the groups performed at Navy installations and ships at sea.

DoD and USO jointly sponsored celebrity tours including groups such as "The 1st Airborne Rock-n-Roll Division," "Miss USA" and state pageant winners, The National Football League players, and celebrity artists such as Loretta Lynn, Kris Kristofferson and Mickey Gilley. AFPEO also presents "specialty" or "fad" groups. For example, with the revival of the '50s sound in music, AFPEO has scheduled several such groups for tours.

USO has been involved with providing entertainment since 1941 when it was created to provide morale-supporting services to American service members. This civilian organization is supported through contributions to the Combined Federal Campaign, United Way and donations from the private sector. Today, approximately 5 million military men and women and their families enjoy USO programs and services at more than 160 locations worldwide. Whether it's an extensive USO complex—like the one in Naples that may serve more than 60,000 fleet sailors each month—or at one of the 33 airport centers, USO volunteers are there to make military duty a little more enjoyable.

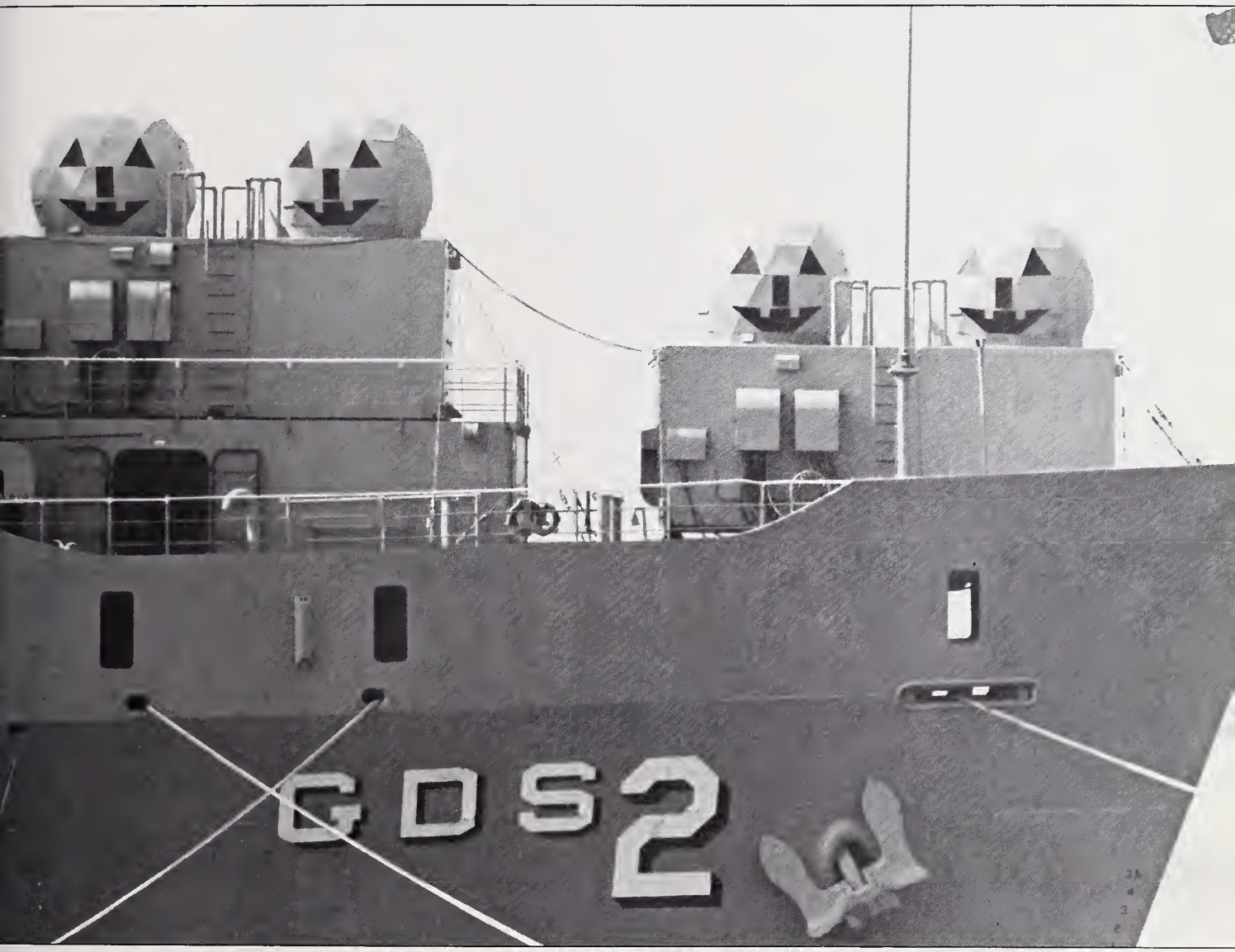
In recent years, the USO has kept up with a changing military. Many programs place more emphasis on the younger service members and their families, helping them deal with the challenging problems they face due to the military's transient lifestyle. New programs such as Family Outreach offer educational, recreational and self-help programs.

USO facilities vary with the area they serve. Discount or free tickets to area attractions, tours, recreational equipment, and free entertainment are just a few of the many flexible services offered.

Today in peacetime, USO continues to offer help and "a touch of home" to armed forces personnel and their families around the world.□







Radomes are decorated as jack-o-lanterns aboard USNS Point Loma (AGDS 2), homeported at San Diego Naval Station. Photo by Sherrie DeLong.



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